

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

NR005 ME PLAIN

9:20 PM NITEL 1-13-72 DMB

TO DIRECTOR (164-2042)

JACKSONVILLE (164-103)

FROM MEMPHIS (164-76) (1P)

JAN 13 1972

TELETYPE

Mr. Tolson	_____
Mr. Felt	_____
Mr. Rosen	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Miller, FS	_____
Mr. Callahan	_____
Mr. Casper	_____
Mr. Conrad	_____
Mr. Dalbey	_____
Mr. Cleveland	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Malone	_____
Mr. Wickert	_____
Mr. Walters	_____
Mr. Soyars	_____
Tele. Room	_____
Miss Holmes	_____
Miss Gandy	_____

GEORGE MALLORY GIFFE, JR., AKA (DECEASED); ET AL;

CAA - HIJACKING; ETC. OO: JACKSONVILLE.

REPRESENTATIVE OF EXHIBIT SECTION ARRIVED NASHVILLE,
TENNESSEE, P.M., JANUARY TWELVE, LAST, AND IN PROCESS OF
OBTAINING ENGINEER DRAWINGS, MEASUREMENTS AND AERIAL
PHOTOGRAPHS OF NASHVILLE METROPOLITAN AIRPORT AREA THROUGH
LIAISON WITH OFFICIALS, NASHVILLE METROPOLITAN AIRPORT
AUTHORITY AT NASHVILLE.

USA CHARLES H. ANDERSON, MDT, NASHVILLE, ADVISED THIS
DATE IN P.M. HOURS THERE ARE NO FURTHER DEVELOPMENTS REGARDING
CIVIL ASPECTS OF THIS CASE AND NO INDICATION FROM DEPARTMENTAL
ATTORNEY AS TO COURSE OF ACTION TO BE FOLLOWED BY GOVERNMENT.

MEMPHIS WILL PROMPTLY ADVISE BUREAU AND JACKSONVILLE
OF PERTINENT DEVELOPMENTS AS THEY OCCUR.

P. END.

EJF FBI WASH DC

58 JAN 21 1972

15 JAN 18 1972

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

JAN 18 1972
TELETYPE

Mr. Tolson	_____
Mr. Felt	_____
Mr. Rosen	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Miller, ES	_____
Mr. Callahan	_____
Mr. Casper	_____
Mr. Conrad	_____
Mr. Dalbey	_____
Mr. Cleveland	_____
Mr. Ponder	_____
Mr. Bates	_____
Mr. Walker	_____
Mr. Walters	_____
Mr. Soyars	_____
Tele. Room	_____
Miss Holmes	_____
Miss Gandy	_____
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	b7C

NR001 ME PLAIN

216 AM. NITEL 1-18-72 TSJ

TO DIRECTOR (164-2042)

SAC, JACKSONVILLE (164-103)

FROM MEMPHIS (164-76)

GEORGE MALLORY GIFFE, JR., AKA (DECEASED); ETAL;
CAA - HIJACKING; ETC. (POO: JACKSONVILLE).

USA CHARLES ANDERSON, MDT, NASHVILLE, TENNESSEE,
ADVISED THIS DATE HE CONFERRED WITH [REDACTED]
DEPARTMENTAL ATTORNEY, TODAY. [REDACTED] ATTORNEY HANDL-
ING CIVIL ASPECTS THIS CASE, ADVISED THAT EITHER THIS
DATE OR JANUARY EIGHTEEN, NEXT, HE EXPECTS TO MAIL
UNDER SEAL DIRECTLY TO USDJ FRANK GRAY, JR., MDT,
NASHVILLE, ANSWER TO INTERROGATORIES; IN ACCORDANCE
WITH JUDGE GRAY'S ORDER OF DECEMBER TWENTYTWO, NINETEEN
SEVENTYONE. ANDERSON ADVISED [REDACTED] STATED AN APPEAL
FROM THAT ORDER WAS CONSIDERED; HOWEVER, FELT IT WAS NOT
NECESSARY, AS DESIRED RESULTS WERE OBTAINED.

BUREAU AND JACKSONVILLE WILL BE ADVISED OF DEVELOP-
MENTS AS THEY OCCUR.-P-

E N D . . .

FBI WA RDR

58 JAN 21 1972

REC- 3- 11-4-2042- (311)
5 JAN 19 1972

FEDERAL BUREAU OF INVESTIGATION

REPORTING OFFICE JACKSONVILLE	OFFICE OF ORIGIN JACKSONVILLE	DATE 1/18/72	INVESTIGATIVE PERIOD 10/15/71 - 1/12/72
TITLE OF CASE GEORGE MALLORY GIFFE, JR., aka. (Deceased); [redacted] aka., ET AL		REPORT MADE BY SA [redacted]	TYPED BY :ppb
		CHARACTER OF CASE CAA - HIJACKING, INTIMIDATION OF CREW MEMBERS, CARRYING A CONCEALED WEAPON; KIDNAPING; FTCA	

REFERENCES:

Jacksonville report of SA [redacted]
dated 11/17/71;
Memphis report of SA [redacted] dated 12/1/71;
Jacksonville report of SA [redacted]
dated 1/12/72.

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ADMINISTRATIVE:

The contents of this report reflect the results of current investigation concerning [redacted] and the background information developed concerning GEORGE MALLORY GIFFE, JR. Included in this report are all of the answers to the interrogatories prepared by Bureau Agents at Jacksonville

ACCOMPLISHMENTS CLAIMED						<input checked="" type="checkbox"/> NONE	ACQUIT- TALS	CASE HAS BEEN: PENDING OVER ONE YEAR <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO PENDING PROSECUTION OVER SIX MONTHS <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
CONVIC.	AUTO.	FUG.	FINES	SAVINGS	RECOVERIES			

APPROVED *Wma* SPECIAL AGENT
IN CHARGE
COPIES MADE:

- ⑧ - Bureau (164-2042) (RM)
- 2 - USA, Jacksonville
(ATTN. AUSA [redacted])
- 4 - Memphis (164-76)
(1 - USA, Nashville)
- 2 - Jacksonville (164-103)

DO NOT WRITE IN SPACES BELOW

164-2042-312 REC 16

6 JAN 21 1972

SI-112

Dissemination Record of Attached Report		Notations
Agency	ICC HOC [redacted] ATT: [redacted]	
Request Recd.	ICC RHO Civil Div ATT: [redacted]	
Date Fwd.	1 FH 1 & H 1/24/72	
How Fwd.	1-7 [redacted]	
By	1-FAA [redacted]	

SIX
STAT SECT.

20 JUL 7 1972

COVER PAGE

JK 164-103

and Nashville, as well as FAA personnel at Hilliard and Jacksonville, Fla.

A separate report referenced above has been prepared dealing entirely with the prosecutive action concerning

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No leads are being set forth in this report as they have been adequately covered in recent inter-office communications.

NON-SEMBOL SOURCE ADMINISTRATIVE PAGE

The source who furnished information concerning the refusal to renew the note of [REDACTED] and the subsequent full payment of \$125,721.85 by [REDACTED] is [REDACTED]

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The source who furnished information concerning the inquiry by First National Bank of Dayton, Dayton, Ohio, concerning a proposed \$200,000 loan for the purchase of Hawk Commander aircraft N9058N is [REDACTED]

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

Copy to: 2 - USA, Jacksonville (ATTN. AUSA [REDACTED])
1 - USA, Nashville

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Report of: SA [REDACTED]
Date: January 18, 1972

Office: JACKSONVILLE

Field Office File #: 164-103

Bureau File #: 164-2042

Title: GEORGE MALLORY GIFFE, JR. (Deceased);
[REDACTED]
ET AL

Character: CRIME ABOARD AN AIRCRAFT - HIJACKING, INTIMIDATION OF CREW
MEMBERS, CARRYING A CONCEALED WEAPON; KIDNAPING; FEDERAL
TORT CLAIMS ACT

Synopsis:

Records of Executive Programs in Pennsauken, N.J., reflect GIFFE had been member of this program for approximately one year and membership resulted in the purchase of several books on business management. Investigation at Newark, N.J., located mother of [REDACTED] who had no current information concerning the location of her son. Interview with [REDACTED] USAF, reflects he was acquainted with GIFFE at Peabody College, Nashville, Tenn., during 1962 and associated with GIFFE on infrequent basis through 1966. [REDACTED] knew GIFFE when GIFFE formed Global V. Realty Co. and joined GIFFE in setting up Atlantic Development Corp. Corporation's purpose was to handle AL HIRT project; however, due to mismanagement by GIFFE, business deal called off. [REDACTED] regarded GIFFE as having paranoid tendencies oriented towards power. [REDACTED] former business associate of [REDACTED] while [REDACTED] employed by Magnavox Corp., confirmed [REDACTED] dismissal from company due to fraud involving time cards. Remaining employee FAA, Hilliard, Fla., interviewed concerning his activities on morning of October 4, 1971. Complete insurance coverage for Hawk Commander aircraft N9058N obtained from Civil Aeronautics Board reflecting current coverage on aircraft as of October 4, 1971. Information developed indicating aircraft in process of being sold to possible Dayton, Ohio, purchaser. Aircraft departed Jacksonville, 11/22/71, for

In the event additional information
of value is developed, your agency will
be advised.

Synopsis (Continued)

overhaul at BBA facilities, Atlanta, Ga. Answers to interrogatories submitted per order filed 11/11/71, USDC, MDT, Nashville, Tenn., prepared by FBI Agents, Jacksonville, Fla. and Nashville, Tenn. and FAA personnel Hilliard and Jacksonville, Fla. On 1/11/72, additional specific measurements made of crime scene area at Jacksonville International Airport by Bureau Agents and Visual Information Specialist. Current aerial photographs obtained of Jacksonville International Airport, as well as overall drawings for the Jacksonville International Airport. This material to form basis for preparation of exhibits for criminal trial of subject [REDACTED] and FTC matter following thereafter. Comprehensive review of answers to interrogatories does not reflect any major area of disagreement between those individuals preparing such answers.

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JK 164-103

I. BACKGROUND INVESTIGATION CONCERNING
GEORGE MALLORY GIFFE, JR.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/28/711

[redacted] Executive Programs, 7250 Westfield Avenue, advised that Executive Programs is a book club which caters to individuals holding Masters Degree or above. He stated that members of Executive Programs are usually executives in the business field. He also said that the books offered to members are technical in nature.

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[redacted] said that his records indicated that GEORGE M. GIFFE, JR. has been a member of Executive Programs for a period in excess of one year. He stated that after an individual has belonged to the club for one year, his membership application is destroyed.

[redacted] stated that the only information he had concerning GIFFE is that his business address is listed in the records of Executive Programs as "Cont. Res. Consits.", 4501 Packard Drive, J-11, Nashville, Tennessee 37211.

[redacted] advised that he would attempt to furnish a list of books purchased by GIFFE.

Interviewed on 10/15/71 at Pennsauken, N. J. File # Newark 164-191

by SA [redacted] Date dictated 10/21/71

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NK 164-191
GAP/jmg

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The following investigation was conducted by
SA [] and SA []

On October 26, 1971, [] Chief
Identification Officer, Newark, New Jersey Police Department,
advised that records of their office reflect []
[] Police Department number [] was arrested July 21,
1961 for [] was ordered to []

[] described as follows:

Sex:	Male
Race:	Negro
Date of birth:	[]
Place of birth:	[]
Height:	6 feet 1 inch
Weight:	178 pounds
Hair:	Black
Eyes:	Brown
Complexion:	Light
Occupation:	Factory worker
Social Security Number:	[]
Marital status:	Single
Residence:	[]

[] made available a photograph and arrest
record for []

A review of New Jersey Bell Telephone Directory for
Newark, New Jersey failed to reflect a National Council of
Negro Women, [] or [] Newark Directory reflects
Neighborhood House, 165 Court Street, Newark, New Jersey.

Attempts to contact []
[] met with negative results.
There is no such person residing in the four apartment complex.

[] advised that he knows no one named []

2

NK 164-191
GAP/jmg

[redacted] S. Kleins Department Store, Newark, New Jersey, advised that [redacted] was employed from November, 1969 until May 30, 1970. Home address was listed as [redacted]. He stated that he recalls receiving a telephone call from [redacted] during approximately July, 1970 concerning his employment with a toy company in Tennessee. He added that he could recall no further information concerning [redacted].

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Records, Newark Young Women's Christian Association (YWCA), Newark, New Jersey, reflect that [redacted] during the past year, resided with them on three occasions. She was listed as being an Evangelist. Persons to contact were listed as [redacted] and [redacted].

On October 27, 1971, [redacted] Neighborhood House, 165 Court Street, Newark, New Jersey, advised that she knows no one named [redacted] or GIFFE.

On same date, [redacted] [redacted] advised that records available on [redacted] reflect that [redacted]. His home address was listed as [redacted]. She stated that [redacted] however, no further information was available.

On October 29, 1971, [redacted] Receptionist, Garden State Credit Bureau, 429 Getty Avenue, Clifton, New Jersey checked the records of that agency which reflected [redacted] Social Security Number [redacted] date of birth [redacted]. Records indicate as of November 19, 1970 [redacted] employment listed as of November 19, 1970, C. Hard, Inc., no location given. NO other information available.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/2/71

[redacted] Vornado, Inc., 174 Passaic Street, advised that records of his office reflect that [redacted] date of birth [redacted] [redacted] 6'0", 185 lbs., was employed from 1967 to March 12, 1969, in the Drug Department, Two Guys, Newark Store, Newark, New Jersey.

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[redacted] made available photocopies of application for employment, dated July 26, 1967, which reflected the following information:

Present Address

Neighbor's phone
Social Security
Marital Status
Children
Person To Be
Notified
Education
Prior Employments

1. Ray Manufacturing
750 Frelinghuysen Avenue,
Newark, N. J. (1966-1967)
2. Self-employed Cosmetic
Retail Sales, 451 Springfield
Avenue, Newark, N. J. (1964)
3. Alcan Aluminum, South
Kearny, N. J. (1962-1964)
4. Self-employed, [redacted]
Avenue, Newark, N. J. (1960-1962)
5. Luste Range Products,
Newark, N. J. (1957-1958)

[redacted] advised that their records failed to reflect any current information regarding [redacted]

Interviewed on 10/26/71 at Garfield, N. J. File # NK 164-191

by SA [redacted] emt Date dictated 10/28/71

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/2/71

[redacted] telephone number [redacted] advised that she has not seen or heard from her son, [redacted] since approximately April, 1971. She stated that she believed he was living in North Carolina, town unknown, with a girl he had recently married. She stated that the girl's maiden name was [redacted] and that he had met her while she was staying at the Young Women's Christian Association (YWCA), Newark, N. J. She stated that she knew of no friends of her son's or [redacted] She added that she knew no one named GIFFE.

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[redacted] advised that her son was last employed with S. Klein's Department Store, Newark, New Jersey, and that after marrying LORA they decided to move out of the State of New Jersey.

[redacted] advised that both she and her son are members of the Muslim religion and that since she did not keep close contact with her son, she could furnish no additional information.

Interviewed on 10/26/71 at Newark, N. J. File # NK 164-191by SA [redacted] SA [redacted] GAP:ent Date dictated 10/28/71

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 11/10/71

[redacted] Executive Programs, 7250 Westfield Avenue, advised that GEORGE M. GIFFE, Account Number 30558233, ordered and was furnished with the following books:

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Financial Reporting Systems and Techniques \$10.15

Mobile Manager /Executive Success \$ 8.62

Perspectives on Experience \$ 8.46

[redacted] also advised that GIFFE ordered and received a package of four books, which were part of an introductory offer made by Executive Programs. He stated that it would be impossible to obtain the titles of the books contained in this offer, but the total cost came to \$4.69.

[redacted] said that GIFFE has never made any payments to Executive Programs for books sent to him, and he has an accounts receivable balance of \$31.92.

[redacted] also furnished a copy of GIFFE's account showing a balance of \$31.92.

Interviewed on 11/5/71 at Pennsauken, New Jersey File # Newark 164-191

by SA [redacted] /jes Date dictated 11/10/71

FEDERAL BUREAU OF INVESTIGATION

11/17/71

Date _____

1

[redacted] U.S. Air Force (USAF),
[redacted]
[redacted] telephone [redacted] was interviewed at his
place of employment, [redacted]
Pentagon, and he furnished the following information:

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He met GEORGE GIFFE at Peabody College, Nashville, Tennessee, in September, 1962, as both were working on a masters degree in biology. GIFFE was a hardworking "A" student who was not interested in anything unless he was the leader or chairman. He applied to Vanderbilt Medical School but was turned down. This was a big disappointment to him. They both received their masters in the summer of 1963. [redacted] was a reservist (Air Force), not on active duty, but was constantly away from Nashville, Tennessee, during the rest of 1963. Thus, he only would have contact with GIFFE about once a month. GIFFE went into teaching at Peabody College, a position for which [redacted] felt GIFFE was unqualified for several reasons. He went into teaching as he could be the speaker and not the one listening. GIFFE never liked to listen and while at graduate school he only attended classes because he had to. During seminar classes, he would write letters to relatives, make out his grocery list, and gave the impression that he would pass the course by just reading the text as he did not have to listen to anyone. Also, GIFFE did not have the open mind of a scholar. He had difficulty in pronouncing a great deal of the Latin terms in school and when he was corrected, he became very upset.

In 1964, [redacted] went to work with [redacted]
[redacted] in [redacted] and for the next 18 months, he had
very limited contact with GIFFE who had indicated he wanted to
leave Peabody due to income dissatisfaction. After about 18
months in [redacted] was called to active military

On 11/8/71 at Pentagon, Arlington, Virginia File # Alexandria 164-69
Jacksonville 164-103

by SA [redacted] FL:dmp Date dictated 11/12/71

AX 164-69

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duty with the Air Force and was assigned to Chicago, Illinois, for about 18 months. [] continued to maintain limited contact with GIFFE. Whenever [] would return to Nashville on leave, more than half the time, GIFFE would pick him up. Around September, 1966, GIFFE left teaching, went into the real estate business, and formed the Gloyal V Realty Company in Nashville. In March, 1967, [] was grounded due to a hearing defect and he joined GIFFE in the real estate firm as a partner along with [] who was in the business as a side line as he was a former graduate school classmate employed as a [] at the []

At first, the company began listing residential real estate. GIFFE then decided that the company could make money by convincing Al Hirt, the baseball player who lives in Nashville, to franchise himself and set up several dinner theaters across the country. Thus, GIFFE contacted [] in New York. [] liked the franchise idea and gave GIFFE six months to finalize the plans, get investors, etc. GIFFE, [] then set up the Atlantic Development Corporation to handle the HIRT project and keep it separate from the Global V Realty Company. The final contracts were drawn on the HIRT franchise but GIFFE held out as he wanted the first franchise to be Nashville. [] and others agreed that Nashville should not be the first as it was "not ready as it was not a convention town." However, GIFFE held out so he could be "Number one and the king-pin in Nashville." He wanted a huge building for the franchise with the top floor as his penthouse, the offices just below, and the dinner theater below that. While GIFFE was holding out, the Atlanta investors got discouraged and withdrew their support in favor of another in Atlanta. Thus, the HIRT deal fell through because "GIFFE would not compromise to make money for everyone. He wanted it his way or not at all." After this, [] wanted to leave and in September, 1968, he received an offer to come with the [] (a position he has held since.) [] severed his business contacts with GIFFE who still owes about \$3,000.00 in salary and commissions. When

AX 164-69

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[redacted] least, he refused to give GIFFE his published residence telephone. Since September, 1968, GIFFE and [redacted] have had very limited contact (about two personal contacts and six telephone calls.) Their last contact was via phone about a month before the death of GIFFE. GIFFE was "stoned" and somehow had obtained [redacted] home telephone number. GIFFE also regarded himself as a "big intelligence man" and razzed [redacted] as he (GIFFE) had obtained [redacted] home telephone number. [redacted] was advised GIFFE was going to make a fortune in a sand and gravel business in Georgia; he [redacted] would be repaid the money owed him; and [redacted] was invited to become a partner with GIFFE in this new adventure. b6 b7c

When they first met, GIFFE was married to his wife, [redacted]. However, she left him and in early 1969, they were divorced on the grounds of incompatibility. [redacted]

[redacted] Three children were born to the marriage and probably are now residing with GIFFE's parents. The children are [redacted] and [redacted] aged about [redacted] years of age, respectively. [redacted] could not do anything without GIFFE's permission. He attempted to smother her personality as he liked to control people. To his children, he was a good father and attentive, provided the whole family revolved about him. Also, GIFFE was "seeing other females including SUSAN, one of his students whom he later married." [redacted] was an "individualist" and would not submit to GIFFE's dominance. After his divorce, GIFFE married SUSAN and they had a daughter who currently is about [redacted] old and is residing with SUSAN's parents.

[redacted] read in the paper several articles concerning the hijacking incident in Jacksonville. The articles stated GIFFE kidnaped SUSAN. [redacted] believes GIFFE shot his wife, SUSAN, as her punishment for leaving him. [redacted] described SUSAN as the type that submitted to the dominance of GIFFE.

[redacted] stated GIFFE always wished he could have been in the military and been able to retire as his father did. However, he could not get into the service due to a thyroid

AX 164-69

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problem. GIFFE is not known to have had malaria. He was fascinated with guns but he had no idea of safety. Several times while they were fishing, GIFFE would suddenly draw his gun and fire into the bank. GIFFE liked to tell people he was either a doctor or a member of the "Mafia." He wanted a bullet-proof cadillac and he liked to dress in black. When [] read that the male individual involved in the hijacking with GIFFE wore a black shirt, [] advised he said to himself that the shirt was either GIFFE's or it was purchased by him for this individual (unknown to []). Prior to March, 1967, [] felt GIFFE was an understanding, trustworthy family man. If he owed anyone any money, he would repay it. [] would have been very surprised if GIFFE did anything of a violent nature as he (GIFFE) was not inclined toward violence. However, after [] went into business with GIFFE in March, 1967, he [] noticed GIFFE had changed. He wanted to be "Mr. Personality;" his morals went out the window as he openly dealt with other women; he had an appetite for material things, and he was obsessed with power. He liked to make the "grand entrance" at social affairs. [] is disappointed with his business association with GIFFE, in particular GIFFE's "childish treatment" causing the turndown of the HIRT franchise deal. [] believes that anyone who is orientated in one direction and will not waiver for anything is paranoid. From their association, subsequent to March, 1967, [] advised GIFFE seemed to have paranoiac tendencies in that he was orientated toward one thing namely power ("making himself number one in Nashville.") Because of GIFFE's change in personality after March, 1967, [] felt GIFFE was capable of suicide and an act of violence. . . .

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FEDERAL BUREAU OF INVESTIGATION

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Date of transcription November 15, 1971

[redacted]
[redacted] was interviewed and furnished the following information:

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[redacted] is employed as the Captain of a dredging boat presently on lease to the East Coast Dredging Co., and presently dredging in Ocean City.

[redacted] had no specific knowledge concerning the use of chartered aircraft by GEORGE MALLORY GIFFE, JR., but believed he obtained the information that GIFFE always used chartered aircraft rather than commercial due to the fact that he carried a gun, from [redacted] also believed that he read something along these lines in the local Nashville, Tennessee newspaper after the incident at Jacksonville, Florida.

[redacted] stated that GIFFE was supposed to travel to Atlanta, Georgia approximately two months ago to talk to a man named [redacted] (phonetic), who reportedly held the mineral rights to the sand deposits prior to GIFFE. [redacted] did not know if GIFFE traveled by air or whether he drove. [redacted] stated that GIFFE would almost always borrow money from the Commerce Union Bank, Nashville, Tennessee prior to taking his trips, and he reportedly dealt with [redacted] at the bank. [redacted] might have additional information concerning the specific dates of GIFFE's trips, and his mode of travel. [redacted] had no knowledge concerning that Charter Aircraft Company GIFFE would have dealt with, but, during the short time he knew GIFFE, he reportedly made trips to Atlanta, Georgia, and possibly to the Bahamas. GIFFE mentioned the name of [redacted] as a person or family in the Bahamas with whom he had dealt or intended to deal with for financing.

[redacted] stated that [redacted] could undoubtedly shed more light on GIFFE and his activities, as he lived across the hall from him and had known him for a number of years.

Interviewed on 11/10/71 at Ocean City, Maryland File # 164-100

by SA [redacted] Date dictated 11/14/71

JK 164-103

II. BACKGROUND INVESTIGATION CONCERNING



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FEDERAL BUREAU OF INVESTIGATION

Date November 9, 1971b6
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[redacted]
[redacted] telephone [redacted] employed at Pulte Homes Incorporated, 3921 Papermill Road, Marietta, Georgia, telephone number [redacted] furnished the following information:

[redacted] advised that he is currently employed as a [redacted] for the Pulte Homes Incorporated, Marietta, Georgia. However, [redacted] stated that he was formerly employed as a [redacted] by the Magnovox Corporation, Andrews, North Carolina, from an unrecalled month in 1965 through August of 1969. [redacted] advised that during August of 1969 he was laid-off by the Magnovox Corporation pending outcome of an investigation in connection with his association with his supervisor, [redacted] and another employee, [redacted] and involving the falsification of company pay records.

[redacted] advised that [redacted] had obtained employment with the Magnovox Corporation sometime during the year 1969 as a Maintenance Foreman, and that he, [redacted] worked for [redacted] at Magnovox.

[redacted] further advised that it was a company policy at Magnovox that each employee was to punch his or her own time card upon leaving work each day. However, in order to avoid standing in line each day to punch the clock, several of the employees would take turns punching the clock for each other. [redacted] advised that [redacted] the Foreman, would on occasion, as a favor for his men, punch the clock for several of them, and on one day in August, 1969, [redacted] along with [redacted] were caught by company officials punching other employees' time cards. [redacted] advised that [redacted] felt that no harm had been done, immediately admitted having done this for his men on previous occasions. On the same day, [redacted] were fired by the Magnovox Corporation. [redacted] advised that [redacted] was not at work on the day that [redacted] were caught, however, he was laid-off pending the outcome of additional investigation by the company.

On 11/2/71 at Marietta, Georgia File # Atlanta 164-241

by SA [redacted] ljs Date dictated 11/3/71

AT 164-241

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[] advised that he later obtained employment elsewhere, and to the best of his recollection, the time cards were the only reason for the dismissal of []

[] advised that he only knew [] for that very short period of time in 1969 while [] was employed at Magnovox. However, when [] came to Andrews, North Carolina, to obtain employment with Magnovox, [] became quite friendly and did some boating and fishing and on occasions had some social drinks together.

[] further advised that [] drank "lots of beer", but "held it well" and never displayed signs of intoxication or other adverse effects. Also, [] advised that [] was well liked by the employees at Magnovox and to the best of his knowledge [] had never had any sort of disciplinary action taken against him by the Magnovox Company nor had [] ever been in any trouble with law enforcement.

[] advised that the last time he saw [] was in 1969, and at this time [] appeared to be experiencing no marital difficulties or other problems.

[] advised that he has since 1969 received at two letters from [] and in one of these letters [] told him that he had returned to his former place of employment, White Engineering Corporation in Nashville, Tennessee. [] in one of these letters talked about his wife, [] and indicated that all was well at his home.

[] advised that he has not seen nor heard from [] since the time of these letters in late 1969 and he has no idea as to [] current employment or whereabouts.

[] advised that he could provide no additional information regarding his association with []

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription Dec. 29, 1971

[redacted]
[redacted] telephone [redacted] was interviewed at his residence and furnished the following information:

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He first met [redacted] at their church, the [redacted] in approximately 1963. He stated that he and [redacted] were elected to the vestry and this is where he became good friends of [redacted]. He stated that they worked together chaperoning junior high school age kids at dances that were held at the church. He stated that although the dances were at the church, it was open to all junior high age kids. He stated that all of the kids seemed to like and respect [redacted] and he was impressed by the way that [redacted] related himself to the kids. He related that [redacted] regularly attended church and at one time even considered entering the seminary.

He further described [redacted] as a good family man, and a person of good moral character. He stated that they had one child and their marriage was seemingly stable. He further stated that [redacted] did not appear to have any emotional problems and to his knowledge, he did not have any trouble with the police when he lived in Gallatin, Tennessee. He stated that [redacted] left Gallatin sometime in 1969, and since that time, he has not had but one contact with him.

[redacted] related that he was not acquainted with GEORGE MALLORY GIFFE, JR., and he is not aware of how [redacted] became acquainted with GIFFE.

Interviewed on 12/16/71 at [redacted] File # KX 164-33

by SA [redacted] /jss Date dictated 12/22/71

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription Dec. 29, 1971

[redacted] wife of [redacted]
[redacted] telephone [redacted]
was interviewed with her husband and substantially furnished
the same information. In addition, she furnished the
following information:

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She stated that she was in Nashville, Tennessee,
approximately two weeks before the hijacking, and ran into
[redacted] and his wife, [redacted] at a lunch room. She
stated that she had dinner with them at the Alphen House
Restaurant, where they talked over old times. She stated
that she had not seen them in a couple of years. She
related that during lunch, [redacted] told her that he was
opening a nightclub in North Nashville. She stated that
he did not indicate what kind of club he was opening, but
he did indicate that he was going to have a black partner.
She stated that while they were having lunch, [redacted] did
not mention anything about GIFFE.

Interviewed on 12/16/71 at [redacted] File # KX 164-33
by SA [redacted] /jss Date dictated 12/22/71

JK 164-103

III. INTERVIEW OF FEDERAL AVIATION ADMINISTRATION
PERSONNEL AT AIR ROUTE TRAFFIC CONTROL CENTER,
HILLIARD, FLORIDA

FEDERAL BUREAU OF INVESTIGATION

Date November 26, 1971

1

[redacted] Assistant Chief, Air Traffic Control Specialist, Federal Aviation Administration, Hilliard, Florida, furnished the following.

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[redacted] stated that he was the Watch Supervisor at the Air Route Traffic Control Center, Hilliard, Florida, during the early morning of October 4, 1971. He said that at approximately 0732ZULU time (3:32 A.M.) he received a call from the Watch Supervisor at the Atlanta, Georgia, Air Route Traffic Control Center, advising that a Hawk Commander aircraft, Registration Number N9058N, belonging to Big Brother Aircraft, Nashville, Tennessee, which had been headed to Atlanta, Georgia, from Nashville, Tennessee, was headed to Jacksonville, Florida.

The Watch Supervisor at the Atlanta Control Center advised [redacted] that [redacted]
[redacted] two men had dragged a struggling woman aboard the aircraft in Nashville.

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[redacted] advised that at approximately 0742ZULU (3:42 A.M.) he contacted [redacted] Watch Supervisor at the Traffic Control Center, Jacksonville International Airport, of the above information and [redacted] advised that he would notify the Federal Bureau of Investigation.

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At approximately 0803ZULU (4:03 A.M.) [redacted] recontacted [redacted] and advised him that aircraft N9058N had departed Nashville at 0700ZULU (3:00 A.M.) with an estimated fuel load of four hours and 25 minutes on board. The estimated fuel exhaustion time was 1125ZULU (7:25 A.M.). The pilot of the aircraft estimated his arrival at Jacksonville at 0915ZULU (5:15 A.M.).

At 0835ZULU (4:35 A.M.) [redacted] contacted the Watch Supervisor at the Miami, Florida, Center to advise him of the aforementioned information and to alert him to the possibility of the aircraft heading in that direction.

On 11/18/71 at Hilliard, Florida File # JK 104-103

by SA [redacted] -jdl Date dictated 11/20/71

JK 164-103

2

[] stated that at 0848ZULU (4:48 A.M.) he contacted the Federal Aviation Administration, Washington, D. C., Control Center and furnished the official on duty the details of the pending situation. He said that he believed that during this call, an official from Federal Bureau of Investigation headquarters, Washington, D. C., was also on the line.

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[] said that at no time was he in communication with or did he monitor the transmissions between the aircraft N9058N and the Federal Aviation Administration controllers.

JK 164-103

IV. FBI LABORATORY AND IDENTIFICATION
DIVISION EXAMINATIONS

FEDERAL BUREAU OF INVESTIGATION

Date of transcription January 4, 1972

1 On December 29, 1971, Special Agent [] received one (1) carton from the Railway Express Agency, Air Express Division, Jacksonville International Airport, Jacksonville, Florida, containing the following items listed as identified in the report of the FBI Laboratory, Washington, D.C., dated October 15, 1971:

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b7CSPECIMENS FROM GEORGE M. GIFFE, JR.

Q1 Bullet and metal fragment from skull
Q2 Metal fragment from brain
Q3 Tissue from head

SPECIMENS FROM SUSAN GIFFE

Q4 Bullet from near left armpit
Q5 Bullet from brain
Q6 Bullet fragment from chest
Q7 Bullet fragment from below left breast

Q8-Q14 Seven cartridge cases from floor of aircraft
Q15 Bullet from floor under ruddar pedal
Q16 Bullet resting on pilot's right thigh
Q17 Bullet fragment from floor by left side seat
Q18 Metal fragment from rear seat
Q19 Clip from floor containing seven cartridges

K1 .380 Auto (9mm Kurz) Walther automatic pistol,
Model PPK/S, Serial Number 151170S, with clip
K2 9mm Browning automatic pistol, HP Model,
Serial Number 53784, with clip

Also received: Fourteen cartridges from clip K2

Item Q3 as received was composed of tissue from the head as well as gunpowder flake from Q3.

Item Q3 consisting of tissue from the head of GEORGE MALLORY GIFFE, JR., was hand-carried by Special Agent [] to Ensign [] Legal Officer, United States Naval Hospital, Jacksonville Naval Air Station, Jacksonville, Florida, who assumed custody of this item

Interviewed on December 29, 1971 at Jacksonville, Florida File # JK 164-103

by SA [] FAB-jjc Date dictated December 29, 1971

JK 164-103

2

Special Agent [REDACTED] JR., witnessed a verification of contents examination of Item Q3 as made by [REDACTED] Chief, Naval Hospital Laboratory, and the placement of Item Q3 in the secured refrigerated safe in the Pathology Section of the Naval Hospital.

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All of the above-listed items had been hand-carried to Washington, D.C., from Jacksonville, Florida, on October 8, 1971, by Special Agent [REDACTED] and turned over to Special Agent [REDACTED] Firearms Unit, FBI Laboratory, Washington, D.C.

JK 164-103

V. INFORMATION CONCERNING HAWK COMMANDER
AIRCRAFT SERIAL NUMBER 6008, REGISTRATION
NUMBER N9058N

JK 164-103

AT WASHINGTON, D.C.

On November 16, 1971, [redacted]
Industry Economist, Supplementary Services Division,
Bureau of Operation Rights, Civil Aeronautics Board, (CAB),
Room 918, 1825 Connecticut Avenue, Northwest, Washington,
D.C., furnished the following documents to SA [redacted]
[redacted]

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CAB Form 298-A bearing date July 2, 1971,
reflecting registration of Big Brothers Aircraft, Inc.,
Nashville, Tennessee.

Certificate of Insurance (CAB Form 257)
reflecting insurance coverage of two aircraft by the
Houston Fire and Casualty Insurance Company for the
period July 1, 1971, to July 1, 1972.

CAB Form 257 reflecting insurance coverage of
two aircraft by the National Surety Corporation for the
period July 1, 1970, to July 1, 1971.

CAB Form 257 reflecting insurance coverage of
three aircraft by the Institute of London Underwriters
for the period November 10, 1970, to July 1, 1971, and
the accompanying schedule.

DAB Form 257 reflecting insurance coverage by
the Continental Insurance Company through Associated
Aviation Underwriters for one aircraft for the period
April 22, 1971, to April 22, 1972.

CAB Form 257 reflecting insurance coverage by
the Gulf Insurance Company through International Aviation
Underwriters, Inc., for one aircraft for the period
April 21, 1971, to April 21, 1972.

A letter dated June 30, 1971, to the CAB from
[redacted] Big Brothers
Aircraft, Inc.

CAB Form 298-A bearing date November 16, 1970,
and reflecting registration of Big Brother Aircraft,
Inc., Nashville, Tennessee.

JK 164-103

Teletype dated July 7, 1971, reflecting insurance coverage by the National Surety Corporation for the period July 1, 1970, to July 1, 1971.

CAB Form 257 reflecting insurance coverage by the National Surety Corporation for the period July 1, 1970, to July 1, 1971.

A copy of CAB Economic Regulations Bulletin.

[redacted] advised that the above mentioned CAB 257 forms represent insurance coverage on Big Brothers Aircraft, Inc. (BBA) for 1970 and 1971 and that records for the previous years are also on file in her office. She noted that most air taxi companies prefer to have all their aircraft covered by one insurance company, whereas BBA currently has coverage with five separate companies. [redacted] also advised that air taxi companies do not necessarily list all their aircraft with the CAB.

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It is to be noted that Page 298-10, Section 298-42, of the attached CAB Economic Regulations Bulletin lists the minimum limits of liability required of air taxi operators.

FAA FORM 800-A
(REV. 6-70)REGISTRATION UNDER
PART 293 OF THE ECONOMIC REGULATIONS
OF THE CIVIL AERONAUTICS BOARDPOST OFFICE BOX
Date Registration Expires:

JUL 2 1971

Date of Next Registration:

INSTRUCTIONS: Submit this form in duplicate and accompanied by a ten (10) dollar registration fee in the form of a check, draft, or postal money order payable to the Civil Aeronautics Board. File with the Civil Aeronautics Board, Washington, D. C. 20428, Attention: Director, Bureau of Operating Rights.

1 Name of Registrant (name in which FAA's ATCO Certificate is issued) Big Brother Aircraft, Inc.	2 Name in which Insurance Policy is written Big Brother Aircraft, Inc.
3 Federal Aviation Administration Certificate Number: 6SO-47	
4 Address of Principal Place of Business. P O Box 3527 Airport Station Nashville, Tenn., 37217	5 Mailing Address (if different) P O Box 3527 Airport Station Nashville, Tenn., 37217
6 DOES THE REGISTRANT CURRENTLY HAVE IN EFFECT LIABILITY INSURANCE IN COMPLIANCE WITH PART 298 (SUBPART D) OF THE ECONOMIC REGULATIONS OF THE CIVIL AERONAUTICS BOARD? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (Attach currently effective certificate of liability insurance)	
7 CHECK TYPE OR TYPES OF SERVICE REGISTRANT IS CURRENTLY PERFORMING: <input checked="" type="checkbox"/> Passenger <input checked="" type="checkbox"/> Cargo <input type="checkbox"/> Mail	
8 DOES REGISTRANT PERFORM SCHEDULED SERVICE, PURSUANT TO PUBLISHED SCHEDULES, OF AT LEAST 5 ROUND TRIPS PER WEEK BETWEEN TWO OR MORE POINTS? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Note: unless current schedules have been previously filed with the Board, a copy of such schedules should be enclosed with this registration.	
9 DOES REGISTRANT OPERATE TURBOJET AIRCRAFT IN THE 12,500-27,000 POUND RANGE? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
10 HAS REGISTRANT CARRIED PASSENGERS IN AIR TRANSPORTATION BETWEEN ANY POINT IN THE UNITED STATES AND ANY POINT OUTSIDE THEREOF DURING THE PAST 12 MONTHS? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

11 CERTIFICATION:

I certify that the information contained in this application, and in the attachments hereto is complete and accurate to the best of my knowledge.

Date June 15, 1971 Place (City and State) Nashville, Tennessee

Signature



Title

President
(see note)

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Note: Application must be signed by a responsible officer, such as the President, Vice President, Secretary or Treasurer of a corporation or association, or partner or owner of other applicants.

CERTIFICATE OF INSURANCE

AIR TAXI OPERATOR POLICIES OF INSURANCE FOR AIRCRAFT BODILY INJURY
AND PROPERTY DAMAGE LIABILITY

RECEIVED

JUL 19 1971

THIS CERTIFIES THAT:

SUPPLEMENTARY SERVICES DIV

Houston Fire and Casualty Insurance Company (Insurer)
(Name and address of Insurer)

has issued a policy or policies of Aircraft Liability Insurance to Big Brother Aircraft, Inc.
(Name and

Box 3527, Nashville, Tennessee
address of Air Taxi Operator)

Big Brother Aircraft, Inc. (Named Insured)

effective from July 1, 1971 to July 1, 1972

The Insurer is licensed to issue aircraft insurance policies ☒ *
or is an approved surplus line insurer ☒ in the State(s) of _____

The United States

The types and limits of liability assumed by the Insurer under such policy or policies are as follows (include amount of single limit liability coverage if applicable).

<u>Policy No.</u>	<u>Type of Liability</u>	<u>Limits</u>
UAV01670	Blanket Bodily Injury and Property Damage including Passenger Legal Liability	\$1,000,000 each occurrence with the passenger legal liability portion at \$100,000 each person and \$600,000 each occurrence aggregate.

** (1) The policies listed in this certificate insure operations conducted with aircraft falling within the following groups:

Or

** (2) The following aircraft are covered by the above policy or policies: -

<u>FAA</u> <u>Registration</u>	<u>Manufacturer's</u> <u>Type</u>	<u>Passenger</u> <u>Seats</u> <u>Installed**</u>	<u>FAA</u> <u>Registration</u>	<u>Manufacturer's</u> <u>Type</u>	<u>Passenger</u> <u>Seats</u> <u>Installed***</u>
N376MB	Aero Comm. Shrike	6			
N6008	Aero Comm. Hawk	6			

31
* Check whichever is applicable

** Delete (1) or (2), whichever is not applicable.

Each policy listed in this certificate has been amended by attachment of a Standard Endorsement Form and does not cover operations except

(1) In the geographic area of operations set forth in the Operations Specifications issued by the FAA in conjunction with its issuance of the ATCO operating certificate to the air taxi operator listed on page 1 of this certificate (specify applicable geographic areas) _____, and

(2) In the following operations.

(Specify area) _____

Houston Fire & Casualty Ins. Co.
(Name of Insurer)

Russell Brothers Agency
(Name of Broker, if applicable)

West End Avenue, Nashville, Tennessee
(Address of Broker)

Date: July 15, 1971

By: _____

(Officer, or authorized representative
of insurer or broker)

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CERTIFICATE OF INSURANCE

AIR TAXI OPERATOR POLICIES OF INSURANCE FOR AIRCRAFT BODILY INJURY
AND PROPERTY DAMAGE LIABILITY

THIS CERTIFIES THAT:

National Surety Corporation; New York, New York through
Associated Aviation Underwriters, 90 John St., N.Y., N.Y. (Insurer)
(Name and address of Insurer)

has issued a policy or policies of Aircraft Liability Insurance to Dig Brother Aircraft,
(Name and
Inc., P. O. Box 269, Nashville, Tennessee
address of Air Taxi Operator)

(Named Insured)

effective from July 1, 1971 to July 1, 1972

The Insurer is licensed to issue aircraft insurance policies ☒ *
or, is an approved surplus line insurer ☐ * in the State(s) of Tennessee

The types and limits of liability assumed by the Insurer under such policy or policies are as follows (include amount of single limit liability coverage if applicable).

<u>Policy No.</u>	<u>Type of Liability</u>	<u>Limits</u>
FHL45-208	\$3,000,000. Single Limit each occurrence subject to a limit of \$50,000. each person, \$300,000. each occurrence.	

*(1) The policies listed in this certificate insure operations conducted with aircraft falling within the following groups.

Or

*(2) The following aircraft are covered by the above policy or policies:

<u>FAA</u> <u>Registration</u>	<u>Manufacturer's</u> <u>Type</u>	<u>Passenger</u> <u>Seats</u> <u>Installed***</u>	<u>FAA</u> <u>Registration</u>	<u>Manufacturer's</u> <u>Type</u>	<u>Passenger</u> <u>Seats</u> <u>Installed***</u>
N326MB	1969 Aero Cmdr. Shrike	6			
N6008	1969 Aero Cmdr. Hawk	6			

Each policy listed in this certificate has been amended by attachment of a Standard Endorsement Form and does not cover operations except:

(1) In the geographic area of operations set forth in the Operations Specifications issued by the FAA in conjunction with its issuance of the ATCO operating certificate to the air taxi operator listed on page 1 of this certificate (specify applicable geographic areas) _____, and

(2) In the following operations
(Specify area) Between points in the forty-eight (48) contiguous States, the District of Columbia, Canada, Mexico and the Bahama Islands.

National Surety Corporation through
Associated Aviation Underwriters
(Name of Insurer)

Russell M. Brothers Company, Inc.
(Name of Broker, if applicable)

3322 West End Avenue
Nashville, Tennessee 37203
(Address of Broker)

Date: June 22, 1971

By:

[Redacted Signature]
(Officer, or authorized representative
of insurer or broker)

[Redacted Stamp]
Associated Aviation Underwriters

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CERTIFICATE OF INSURANCE

AIR TAXI OPERATOR POLICIES OF INSURANCE FOR AIRCRAFT BODILY INJURY
AND PROPERTY DAMAGE LIABILITY

THIS CERTIFIES THAT

Glanvill Enthoven through The Institute of London Underwriters, 144
Leadenhall Street, London, E. C. 3 (Insurer)
(Name and address of Insurer)

has issued a policy or policies of Aircraft Liability Insurance to Big Brother Aircraft, Inc.
(Name and

P. O. Box 269, Nashville, Tennessee
address of Air Taxi Operator)

(Named Insured)

effective from Noon 11/10/70 to Noon 7/1/71

The Insurer is licensed to issue aircraft insurance policies ☒ *
or is an approved surplus line insurer ☐ * in the State(s) of Tennessee

The types and limits of liability assumed by the Insurer under such policy or policies are as follows (include amount of single limit liability coverage if applicable).

<u>Policy No.</u>	<u>Type of Liability</u>	<u>Limits</u>
-------------------	--------------------------	---------------

SEE ATTACHED

**(1) The policies listed in this certificate insure operations conducted with aircraft falling within the following groups:

Or

**(2) The following aircraft are covered by the above policy or policies:

<u>FAA</u> <u>Registration</u>	<u>Manufacturer's</u> <u>Type</u>	<u>Passenger</u> <u>Seats</u> <u>Installed**</u>	<u>FAA</u> <u>Registration</u>	<u>Manufacturer's</u> <u>Type</u>	<u>Passenger</u> <u>Seats</u> <u>Installed**</u>
N326MB	1969 Aero Cmdr.	6			
N6068	Shrike				
	1969 Aero Cmdr.	6			
	Hawk				
N6B	1968 Aero	7			
	Cmdr Jet 1121A				

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Each policy listed in this certificate has been amended by attachment of a standard Endorsement Form which does not cover operations except

(1) In the geographic area of operations set forth in the Operations Specifications issued by the FAA in conjunction with its issuance of the ATCO operating certificate to the air taxi operator listed on page 1 of this certificate (specify applicable geographic areas) Between points in the 48 contiguous States, the District of Columbia, Canada and Mexico

(2) In the following operations

(Specify area)

Glanvill Enthoven through The Institute of London Underwriters
(Name of Insurer)

Russell W. Brothers Co., Inc.
(Name of Broker, if applicable)

P. O. Box 488
Nashville, Tennessee 37203
(Address of Broker)

Date: June 25, 1971

By:

(Officer, or authorized representative of insurer or broker)

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SCHEDULE.

The Policy No. F.552 699156

The Name and Address of the Assured: Big Brother Aircraft, Incorporated.
P.O. Box 250,
Pasadena,
California.

The Rate or
Premium U.S.\$72.50

The Period of Insurance

From: 10th November, 1970. To: 1st July, 1971.

and for such further period or periods as may be mutually agreed upon.

~~The place of issue Standard Time at the place where the risk insured is located.~~

The Risk and Sum Insured hereunder:

To cover the Assured's 1969 Aero Commander Hawk Registration number 17003
with 6 passenger seats and 1960 Aero Commander Shrike Registration number
17003B with 6 passenger seats against excess passenger legal liability.

Limits: To pay the difference between U.S.\$50,000 any one person.
and U.S.\$75,000 any one person.

Subject to the attached 4% Tax Clause.

It is warranted that this policy is subject to the same terms, limitations
and conditions of the Lloyd's Policy No. 699156 issued on the identical
subject matter and risk.

This policy to cover 72.50% of the liability defined hereon.

37

DATED in LONDON, this 8th January, 1971.

CERTIFICATE OF INSURANCE

AIR TAXI OPERATOR POLICIES OF INSURANCE FOR AIRCRAFT BODILY INJURY
AND PROPERTY DAMAGE LIABILITY

THIS CERTIFIES THAT:

Continental Insurance Company through Associated Aviation
Underwriters, 90 John Street, New York, New York (Insurer)
(Name and address of Insurer)

has issued a policy or policies of Aircraft Liability Insurance to Big Brother Air-
(Name and
craft, Inc., P. O. Box 269, Nashville, Tennessee
address of Air Taxi Operator)
(Named Insured)

effective from Noon, April 22, 1971 to Noon, April 22, 1972

The Insurer is licensed to issue aircraft insurance policies ☒ *
or is an approved surplus line insurer ☐ * in the State(s) of Tennessee

The types and limits of liability assumed by the Insurer under such policy or policies are as follows (include amount of single limit liability coverage if applicable).

<u>Policy No.</u>	<u>Type of Liability</u>	<u>Limits</u>
FHL99-451	\$3,000,000. Single Limit Each Occurrence Subject to a passenger limit of \$50,000. Each Person, \$350,000. each occurrence.	

** (1) The policies listed in this certificate insure operations conducted with aircraft falling within the following groups:

Or

** (2) The following aircraft are covered by the above policy or policies:

<u>FAA</u> <u>Registration</u>	<u>Manufacturer's</u> <u>Type</u>	<u>Passenger</u> <u>Seats</u> <u>Installed***</u>	<u>FAA</u> <u>Registration</u>	<u>Manufacturer's</u> <u>Type</u>	<u>Passenger</u> <u>Seats</u> <u>Installed***</u>
N6B	1968 Aero Commander Jet 1121A	7			

38

Each policy listed in this certificate has been amended by attachment of a Standard Endorsement Form and does not cover operations except:

(1) In the geographic area of operations set forth in the Operations Specifications issued by the FAA in conjunction with its issuance of the ATCO operating certificate to the air taxi operator listed on page 1 of this certificate (specify applicable geographic areas) Between points in the 48 contiguous States, the District of Columbia, Canada and Mexico, and

(2) In the following operations:

(Specify area)

Continental Insurance Company through
Associated Aviation Underwriters
(Name of Insurer)

Russell W. Brothers Co., Inc.
(Name of Broker, if applicable)

P. O. Box 488
Nashville, Tennessee 37203
(Address of Broker)

Date April 23, 1971

By:

[Redacted]
(Officer, or authorized representative
of insurer or broker)

[Redacted]
Assistant Vice President

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CERTIFICATE OF INSURANCE

AIR TAXI OPERATOR POLICIES OF INSURANCE FOR AIRCRAFT BODILY INJURY
AND PROPERTY DAMAGE LIABILITY

THIS CERTIFIES THAT.

Gulf Insurance Company through International Aviation Underwriters, Inc.
1587 Northeast Expressway, Atlanta, Georgia (Insurer)
(Name and address of insurer)

has issued a policy or policies of Aircraft Liability Insurance to Big Brother Aircraft, Inc.
(Name and

P. O. Box 269, Nashville, Tennessee
address of Air Taxi Operator)

Air Charter Corporation, P. O. Box 3635, Nashville, Tenn. (Named Insured)

effective from 12:01 a.m. April 21, 1971 to 12:01 a.m. April 21, 1972

The Insurer is licensed to issue aircraft insurance policies ☒ *
or is an approved surplus line insurer ☐ * in the State(s) of Tennessee

The types and limits of liability assumed by the Insurer under such policy or policies are as follows (include amount of single limit liability coverage if applicable).

<u>Policy No.</u>	<u>Type of Liability</u>	<u>Limits</u>
CA-4-1204	\$1,000,000. each occurrence Single Limit Bodily Injury and Property Damage Liability (excluding passengers)	
	\$75,000. each person, \$375,000. each occurrence Passenger Bodily Injury Liability.	

** (1) The policies listed in this certificate insure operations conducted with aircraft falling within the following groups:

Or

** (2) The following aircraft are covered by the above policy or policies:

<u>FAA Registration</u>	<u>Manufacturer's Type</u>	<u>Passenger Seats Installed**</u>	<u>FAA Registration</u>	<u>Manufacturer's Type</u>	<u>Passenger Seats Installed***</u>
N13772	1970 Piper Aztec	6			

40

*Check whichever is applicable

**Delete (1) or (2), whichever is not applicable.

***Include copilot seat if available for passenger

Each policy listed in this certificate has been amended by attachment of a Standard Endorsement Form and does not cover operations except

(1) In the geographic area of operations set forth in the Operations Specifications issued by the FAA in conjunction with its issuance of the ATCO operating certificate to the air taxi operator listed on page 1 of this certificate (specify applicable geographic areas) Between points in the 48 contiguous States, the District of Columbia, Canada and Mexico

(2) In the following operations

(Specify area)

Gulf Insurance Company through
International Aviation Underwriters, Inc.
(Name of Insurer)

Russell W. Brothers Company, Inc.
(Name of Broker, if applicable)


P. O. Box 488
Nashville, Tennessee 37203
(Address of Broker)

Date. June 25, 1971

By:

(Officer, or authorized representative
of insurer or broker)

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 Big Brother Aircraft, Inc.

METROPOLITAN AIRPORT P. O. Box 3527, Nashville, Tenn 37217, Area Code 615 244 3300
FULTON COUNTY AIRPORT Atlanta Ga 30336, Area Code 404 691 2440



June 30, 1971


Director
Bureau of Operating Rights
Civil Aeronautics Board
Washington, D. C., 20428

Dear Sir:

Enclosed please find CAB form 298 A (2 each) and
257 (5 each) covering the aircraft we now operate.

We operate the 1121 A Jet Commander under FAR 135.2.
This is a turbo-jet aircraft weighing 18,000 pounds.
If there are additional forms that we should complete,
please forward them to us.

Sincerely,



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Director of Operations/Chief Pilot

Enclosures

KP/cm

FORM 280-A
REV. 6-70

REGISTRATION UNDER
PART 298 OF THE ECONOMIC REGULATIONS
OF THE CIVIL AERONAUTICS BOARD

FOR USE BY CAB ONLY
Date Registration Received
CIVIL AERONAUTICS BOARD

NOV 16 1970

SUPPLEMENTARY SERVICES DIV

Due Date of Next Registration:

INSTRUCTIONS: Submit this form in duplicate and accompanied by a ten (10) dollar registration fee in the form of a check, draft, or postal money order payable to the Civil Aeronautics Board. File with the Civil Aeronautics Board, Washington, D. C. 20428, Attention: Director, Bureau of Operating Rights

1. Name of Registrant (name in which FAA's ATCO Certificate is issued)

BIG BROTHER AIRCRAFT, INC.

2. Name in which Insurance Policy is written:

BIG BROTHER AIRCRAFT, INC.

3. Federal Aviation Administration Certificate Number: 6SO-47

4. Address of Principal Place of Business
P O Box 3527 Metro Airport
Nashville, Tenn., 37217

5. Mailing Address (if different)
Same

6. DOES THE REGISTRANT CURRENTLY HAVE IN EFFECT LIABILITY INSURANCE IN COMPLIANCE WITH PART 298 (SUBPART D) OF THE ECONOMIC REGULATIONS OF THE CIVIL AERONAUTICS BOARD?
☒ Yes ☐ No

(Attach currently effective certificate of liability insurance)

7. CHECK TYPE OR TYPES OF SERVICE REGISTRANT IS CURRENTLY PERFORMING:
☒ Passenger ☒ Cargo ☐ Mail

8. DOES REGISTRANT PERFORM SCHEDULED SERVICE, PURSUANT TO PUBLISHED SCHEDULES, OF AT LEAST 5 ROUND TRIPS PER WEEK BETWEEN TWO OR MORE POINTS?
☐ Yes ☒ No

(Note: unless current schedules have been previously filed with the Board, a copy of such schedules should be enclosed with this registration.)

9. DOES REGISTRANT OPERATE TURBOJET AIRCRAFT IN THE 12,500-27,000 POUND RANGE?
☒ Yes (Pending) ☐ No

10. HAS REGISTRANT CARRIED PASSENGERS IN AIR TRANSPORTATION BETWEEN ANY POINT IN THE UNITED STATES AND ANY POINT OUTSIDE THEREOF DURING THE PAST 12 MONTHS?
☐ YES ☒ NO

11. CERTIFICATION:

I certify that the information contained in this application, and in the attachments hereto, is complete and accurate to the best of my knowledge

Date: November 13th, 1970

Place (City and State) Nashville, Tennessee

Signature:

[Redacted Signature]

Title:

VICE-PRESIDENT
(see note)

b6
b7C

Note: Application must be signed by a responsible officer, such as the President, Vice President, Secretary or Treasurer of a corporation or association, or partner or owner of other applicants

MAIL ROOM

MAIL ROOM

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CABAIR WSH


AAU ATL

7-7-71

RE BIG BROTHER AIRCRAFT INC NASHVILLE TENNESSEE FHL45-207

REFERENCED POLICY WAS NOT RENEWED CERTIFICATE OF INSURANCE
DATED JUNE 22, 1971 WITH POLICY NUMBER FHL 45-206, EFFECTIVE
JULY 1, 1971 - JULY 1, 1972 VOID.

b6
b7C


ASSOC AVIATION UNDERWRITERS
AAU ATL 54-2839

+
CABAIR WSH

CERTIFICATE OF INSURANCE

AIR TAXI OPERATOR POLICIES OF INSURANCE FOR AIRCRAFT BODILY INJURY
AND PROPERTY DAMAGE LIABILITY

THIS CERTIFIES THAT:

National Surety Corporation, New York, New York (Insurer)
(Name and address of Insurer)

has issued a policy or policies of Aircraft Liability Insurance to Big Brother Aircraft,
(Name and
Inc., Post Office Box 269, Nashville, Tennessee
address of Air Taxi Operator.)

_____ (Named Insured)

effective from July 1, 1970 to July 1, 1971

The Insurer is licensed to issue aircraft insurance policies [XXXXXXXXXXXXX]
or is an approved surplus line insurer [] in the State(s) of Tennessee.

The types and limits of liability assumed by the Insurer under such policy or policies are as follows (include amount of single liability coverage if applicable).

<u>Policy No.</u>	<u>Type of Liability</u>	<u>Limits</u>
FHL45-207	\$3,000,000. Single Limit each occurrence subject to a limit of \$50,000. each person, \$300,000. each occurrence.	

2051	\$25,000. per seat excess of Policy #FHL45-207 bringing total limit to \$75,000. per seat	
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*(1) The policies listed in this certificate insure operations conducted with aircraft falling within the following groups:

Or

*(2) The following aircraft are covered by the above policy or policies

<u>FAA</u> <u>Registration</u>	<u>Manufacturer's</u> <u>Type</u>	<u>Passenger</u> <u>Seats</u> <u>Installed**</u>	<u>FAA</u> <u>Registration</u>	<u>Manufacturer's</u> <u>Type</u>	<u>Passenger</u> <u>Seats</u> <u>Installed**</u>
N326MB	1969 Aero Cdr.	6			
	Shrike				
N6008	1969 Aero Cdr.	6			
	Hawk				

If policy listed in this certificate has been amended by attachment of a Standard Form and does not cover operations except

(1) In the geographic area of operations set forth in the Operations Specifications issued by the FAA in conjunction with its issuance of the ATCO operating certificate for the air taxi operator listed on page 1 of this certificate (specify applicable geographic areas); and

(2) in the following operations:

Area Between points in the forty-eight (48) contiguous States, the District of Columbia, Canada, Mexico and the Bahama Islands.

National Surety Corporation through
Associated Aviation Underwriters
(Name of Insurer)

Russell M. Brothers Company, Inc.
(Name of Broker, if applicable)

3322 West End Avenue
Nashville, Tennessee 37203
(Address of Broker)

Date November 3, 1970

By:

[Redacted Signature Box]

(Officer, or authorized representative)

[Redacted Stamp Box]

Associated Aviation Underwriters

b6
b7C

FILING REQUIREMENTS FOR AIR TAXI OPERATORS AND COMMUTER AIR CARRIERS

Part 298 of the Board's Economic Regulations requires that all air taxi operators engaging in air transportation register with the Board on or before July 1 each year.

Registration shall be accomplished by submitting the following to the Civil Aeronautics Board, Bureau of Operating Rights, Washington, D. C. 20542:

- (1) Two copies of Registration Form 298-A;
- (2) A ten (10) dollar registration fee in the form of a check, draft, or postal money order made payable to the Civil Aeronautics Board; and
- (3) One copy of certificate of insurance (CAB Form 257). This form must indicate current insurance coverage and is to be completed and signed by an officer or authorized representative of the insurance company.

Upon completion of this filing, the Board will stamp and return to the carrier the duplicate copy of the Form 298-A. This will confirm that the carrier is registered with the Board for that fiscal year.

* * *

Part 298 further requires certain classes of air taxi operators to file tariffs and to become signatories to the Interim Agreement of carriage which raises the limits of liability for death or injury to international air passengers set by the Warsaw Convention from \$8,290 to \$75,000 per passenger. Air taxi operators which must become parties to this agreement are those who (1) are commuter air carriers as defined in Part 298; (2) are parties to an interline agreement with a certificated air carrier or foreign air carrier; or (3) carry passengers in air transportation between any point in the United States and any point outside thereof. The above classes of carriers must file a copy of Form 263 with the Board's Docket Section and three copies of Form 298-B with the Tariffs Section.

* * *

Commuter air carriers are also required to file quarterly reports (CAB Form 298-C in triplicate) with the Board's Bureau of Accounts and Statistics. These reports must be filed within 40 days after the close of each quarter. A copy of the commuter carrier's most recent published flight schedules and a statement of rates and fares charged for transportation on scheduled flights are to be filed with the Office of Facilities and Operations. Any modifications in schedules or rates and fares should be filed within 10 days after such changes become effective.

* * *

Questions regarding any of these requirements should be directed to the Board office to which the filing will be made.

Please Note: Copies of the registration and insurance forms are enclosed herewith. Copies of all other forms may be obtained from the Publications Services Section of the Board.

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CIVIL AERONAUTICS BOARD ECONOMIC REGULATIONS

§298.2

PART 298—CLASSIFICATION AND EXEMPTION OF AIR TAXI OPERA- TORS

(Issued as ER-574 effective July 1, 1963, as amended by ER-589, ER-599, ER-601, ER-605, ER-621, ER-625 (postpones effective date of ER-621), ER-627, ER-628, ER-633 (postpones effective date of ER-627), ER-637, and ER-643.)

Subpart A—General

- Sec
- 298.1 Applicability of part
- 298.2 Definitions
- 298.3 Classification
- 298.4 Requests for statement of authority
- 298.5 Separability

Subpart B—Exemptions

- 298.11 Exemption authority.
- 298.12 Effect of exemption on anti-trust laws
- 298.13 Duration of exemption
- 298.14 Approval of certain interlocking relationships

Subpart C—Limitations on Exemptions

- 298.21 Scope of service authorized, geographical, equipment and mail service limitations, insurance and reporting requirements
- 298.22 Operation of large aircraft
- 298.23 Business name of air taxi operator
- 298.24 Authority to carry mail in competitive markets

Subpart D—Liability Insurance Requirements

- 298.41 Basic requirements
- 298.42 Minimum limits of liability
- 298.43 Terms and conditions of insurance coverage
- 298.44 Authorized exclusions of liability
- 298.45 Cancellation, withdrawal, modification, expiration or replacement of insurance coverage

Subpart E—Registration for Exemption

- 298.50 Filing for registration by air taxi operators
- 298.51 Processing by the Board

(ER-605, 2-24-70, ER-621, 6-18-70,
ER-625, 6-10-70, ER-628, 7-31-70,
ER-637, 9-24-70 and ER-643, 9-24-70)

Subpart F—Reporting of Scheduled Operations by Commuter Air Carriers

Sec.

- 298.60 Report of scheduled air taxi operations
- 298.61 Filing of flight schedules—current schedules and subsequent modifications
- 298.62 Extension of filing time
- 298.63 Certification
- 298.64 Reporting instructions
- 298.65 Data processing
- 298.66 Public disclosure of schedule T-1 data

Subpart G—Waiver of Liability Limits Under the Warsaw Convention

Sec

- 298.70 Waiver of liability limitations

Subpart H—Violations

- 298.80 Enforcement

SPECIAL ECONOMIC REGULATION

ER-625

SECTION 1 The date for reregistration for all air taxi operators including commuter air carriers as defined in Part 298 (14 CFR Part 298) for the year 1970 shall be July 31, 1970

SEC. 2 The effective date of Regulation ER-621 (Amendment No. 6 to Part 298), 35 FR 7695, titled "Waiver of Liability Limits under Warsaw Convention by Certain Air Taxi Operators, Modification of Permissive Exclusionary Provision in Liability Insurance Policies of Air Taxi Operators," shall be July 31, 1970

Subpart A—General

§ 298.1 Applicability of part.

This part establishes a classification of air carriers known as "air taxi operators," provides certain exemptions from Title IV of the Federal Aviation Act of 1958, as amended, for such air carriers, and establishes rules and regulations applicable to their operations. This part applies to operations of air taxi operators in air transportation in all States, Territories and possessions of the United States of America.

§ 298.2 Definitions.

As used in this part

"Act" means the Federal Aviation Act of 1958, as amended

"Air taxi operator" means an air carrier coming within the classification of "air taxi operator" established by § 298.3

"Air transportation" means interstate, overseas, or foreign air transportation or the transportation of mail by aircraft. This includes carriage by aircraft as a common carrier between places in the same State (a) through airspace outside that State (over other States or the District of Columbia or the open sea or foreign territory) or (b) where such carriage is part of the movement of the passengers or property carried, in interstate, overseas or foreign air commerce."

"Commuter air carrier" means an air taxi operator which (1) performs at least five round trips per week between two or more points and publishes flight schedules which specify the times, days of the week and places between which such flights are performed, or (2) transports mail by air pursuant to a current contract with the Post Office Department

"Competitive market" means a pair of points between which an air carrier holding a certificate of public convenience and necessity pursuant to section 401(d) (1) or (2) of the Act has authority to serve by reason of such certificate and such authority has not been suspended or by reason of an exemption authorization issued pursuant to section 416(b) (1) of the Act

²⁰Section 401(a) of the Federal Aviation Act of 1958, 49 U.S.C. 1371, prohibits any person from engaging in "air transportation" except to the extent he is authorized to do so by the Board. Air transportation as defined in the Act (see section 101 (10) and (21), 49 U.S.C. 1301) refers to (1) the carriage of mail by aircraft, and (2) the carriage by aircraft of persons or property as a common carrier for compensation or hire. With respect to persons or property, the term "air transportation" includes "interstate," "overseas" and "foreign" air transportation. Operations wholly within the geographic limits of a single State are not considered "air transportation" if in those operations the carrier transports no more than a de minimis volume of traffic moving as part of a continuous journey to or from a point outside the State. For a further discussion of what constitutes air transportation, see the preamble to ER-574, pp 10-11 (mimeo), 34 FR 7124.

T.S. 4

"Large aircraft" means an aircraft whose maximum certificated takeoff weight is greater than 12,500 pounds

"Maximum certificated takeoff weight" means the maximum takeoff weight authorized by the terms of the aircraft airworthiness certificate (This is found in the airplane operating record or in the airplane flight manual which is incorporated by regulation into the airworthiness certificate)

"Maximum passenger capacity" means the maximum passenger capacity listed in the applicable Federal Aviation Administration (FAA) type certificate data sheet (including supplemental type certificates)

"Noncompetitive market" means a market which is not a "competitive market", as defined in this section

"Point" when used in connection with any territory or possession of the United States, or the States of Alaska and Hawaii, means any airport or place where aircraft may be landed or taken off, including the area within a 25-mile radius of such airport or place, when used in connection with the continental United States, except Alaska, it shall have the same meaning except be limited to the area within a 3-mile radius of such airport or place. *Provided*, That for the purposes of this part, West 30th Street Heliport and Pan Am Building Heliport, both located in New York City, shall be regarded as separate points

[ER-574 as amended by ER-601 effective Dec. 23, 1969]

§ 298.3 Classification.

(a) There is hereby established a classification of air carriers, designated "air taxi operators" which engage in the direct air transportation of passengers and/or property, and/or in the transportation within the 48 contiguous States, Alaska or Hawaii of mail by aircraft and which

¹The authority of air taxis to carry mail in Alaska is limited to the markets where regular service may be provided under this part

(1) Do not, directly or indirectly, utilize in air transportation large aircraft (other than turbojet aircraft authorized for use by air taxi operators pursuant to § 298.21),

(2) Do not hold a certificate of public convenience and necessity or other economic authority issued by the Board.

(3) Have and maintain in effect liability insurance coverage in compliance with the requirements set forth in Subpart D of this part, and

(4) File with the Board's Docket Section a signed counterpart of CAB Agreement 18900 in the form attached hereto as Appendix B (CAB Form 263), and a tariff embodying the provisions of the counterpart in the form attached hereto as Appendix A (CAB Form 298-B), if required by Subpart G of this part.⁴

Provided, however That any authority granted in this part to engage in the transportation of mail is limited to the carriage of mail on a nonsubsidy basis; i.e., on a service mail rate to be paid entirely by the Postmaster General, and the air taxi operator shall not be entitled to any subsidy payment with respect to any operations conducted pursuant to any authority granted in this part

(b) A person who does not observe the conditions set forth in paragraph (a) of this section shall not be an air taxi operator within the meaning of this part with respect to any operations conducted by him while such conditions are not being observed and during such periods is not entitled to any of the exemptions set forth in this part

(ER-574 as amended by ER-621 effective June 18, 1970, which date is postponed to July 31, 1970, by ER-625 effective June 10, 1970)

⁴ CAB Forms 263 and 298-B are filed as part of the original document and can be obtained from the Publications Services Section, Civil Aeronautics Board, Washington, D C 20428

§ 298.4 Requests for statement of authority.

In any instance where an air taxi operator is required by a foreign government to produce evidence of its authority to engage in foreign air transportation under the laws of the United States, the Secretary of the Board will, upon request, furnish the carrier with a written statement, outlining its general operating privileges under this part for presentation to the proper authorities of the foreign government

§ 298.5 Separability.

If any provision of this part or the application thereof to any air transportation, person, class of persons, or circumstances is held invalid, the remainder of the part and the application of such provision to other air transportation, persons, classes of persons, or circumstances shall not be affected thereby

Subpart B—Exemptions

§ 298.11 Exemption authority.

Air taxi operators are exempt from the following provisions of Title IV of the Act.

(a) Subsection 401(a),

(b) Section 403, except that the requirements of that section shall apply to (1) tariffs for through rates, fares, and charges filed jointly by air taxi operators and certificated air carriers, and (2) tariffs which embody the terms of the Interim Agreement (CAB 18900), approved by Board Order E-23680, May 13, 1966, and any amendment or amendments to such agreement which may be approved by the Board and to which the air taxi operator becomes a party, filed by air taxi operators subject to Subpart G of this part, in the form attached hereto as Appendix A. With respect to (1) above, Part 221 of the Board's economic regulations (14 CFR Part 221) shall be applicable, with respect to (2) above, Part 221 of the Board's economic regulations shall be applicable, except to the extent that such regulations are inconsistent with the requirements herein

(c) Subsection 404(a), except the requirements that air taxi operators shall provide safe service, equipment, and facilities in connection with air transportation; shall observe and enforce just and reasonable joint rates, fares, and charges, and just and reasonable classifications, rules, regulations, and practices as provided in tariffs filed jointly by air taxi operators and certificated air carriers and shall establish just, reasonable, and equitable divisions of such joint rates, fares, and charges as between air carriers participating therein which shall not unduly prefer or prejudice any of such participating air carriers,

(d) Subsection 404(b), except that the requirements of that subsection shall apply to through service provided pursuant to tariffs filed jointly by air taxi operators and certificated air carriers,

(e) Subsection 405(b),

(f) Subsections 407 (b), (c), and (d),

(g) Subsection 408(a), except that no exemption is granted hereby for any air taxi operator to enter into any of the transactions or relationships prohibited by subsection 408(a) with any person who operates large aircraft for compensation or hire or who engages in air transportation from which the air taxi operator is excluded by the limitations imposed by § 298.21

NOTE: The above exemption is applicable to air taxi operators only. It does not relieve other persons subject to section 408(a) from the obligation of that section with respect to any relationships they may have with respect to air taxi operators. For additional exemptions from section 408(a) applicable to air taxi operators see Part 299 of the Board's Economic Regulations.

(h) Subsection 409(a), except that no exemption is granted hereby for any air taxi operator to enter into any of the relationships prohibited by subsection 409(a) with any person who operates large aircraft for compensation or hire, or who engages in air transportation from which the air taxi operator is excluded by the limitations imposed by § 298.21

(i) Subsection 412(a) *Provided*, That air taxi operators shall not be relieved from filing with the Board a true copy, or, if oral, a true and complete memorandum of every contract or agreement (whether enforceable by provisions of liquidated damages, penalties, bonds, or

otherwise) affecting air transportation, between any air taxi operator and any person (excluding air carriers) who operates for compensation or hire, aircraft having a maximum takeoff weight of more than 12,500 pounds

(ER-574 as amended by ER-621 effective June 18, 1970 which date is postponed to July 31, 1970, by ER-625 effective July 10, 1970)

§ 298.12 Effect of exemption on anti-trust laws.

The exemption granted in § 298.11 from sections 408, 409(a), and 412 of the Act, shall not constitute an order under such sections, within the meaning of section 414 of the Act, and shall not confer any immunity or relief from operation of the "antitrust laws," or any other statute (except the Federal Aviation Act of 1958, as amended) with respect to any transaction, interlocking relationship, or agreement otherwise within the purview of such sections

§ 298.13 Duration of exemption.

The exemption from any provision of title IV of the Act provided by § 298.11 shall continue in effect only until such time as the Board shall find that enforcement of such provision would be in the public interest or would no longer be a burden on air taxi operators. *Provided*, That upon such a finding as to any air taxi operator or class of air taxi operators, such exemption shall to that extent terminate with respect to such operator or class of operators. *And provided further*, That the authorizations to air taxi operators to engage in the transportation of mail by aircraft within the 48 contiguous States, Alaska, and Hawaii shall terminate on June 30, 1974

[ER-589 effective Oct. 31, 1969]

§ 298.14 Approval of certain interlocking relationships.

To the extent that any officer or director of an air taxi operator would be in violation of any of the provisions of section 409(a) (3) and (6) by participating in interlocking relationships covered by the exemption granted in § 298.11(h), such participation is hereby approved by the Board, subject, however, to the provisions of § 298.12

Subpart C—Limitations on Exemptions**§ 298.21 Scope of service authorized: geographical, equipment and mail service limitations, insurance and reporting requirements.**

(a) *General scope* Subject to the prohibitions of paragraphs (b), (c), (d), (f), and (g) of this section, the exemption authority provided to air taxi operators by this part shall extend to the direct air transportation of persons, property and mail (subject to the limitations imposed in §§ 298.3(a) and 298.13) (1) in aircraft having a maximum take-off weight of 12,500 pounds or less, and (2) in plane-load charter flights in turbo-jet aircraft having a maximum certificated takeoff weight of over 12,500 pounds and under 27,000 pounds and a maximum passenger capacity of not more than twelve (12) persons. *Provided, however,* That the authorization in subparagraph (2) of this paragraph shall not be applicable to operations within the State of Alaska or Hawaii: *And provided further,* That the aircraft seat limitation in subparagraph (2) above shall not be applicable to the carriage of mail. For purposes of this section, "charter flight" means air transportation performed by an air taxi operator on a time, mileage or trip basis where the entire capacity of one or more aircraft has been engaged (i) for the movement of persons and property (a) by a person for his own use, or (b) by a person (no part of whose business is the formation of groups or the consolidation of shipments for transportation or the solicitation or sale of transportation

services) for the transportation of a group of persons and/or their property, as agent or representative of such group, or (ii) for the transportation of mail for the Post Office Department.

(b) *Prohibition of regular service in markets served by certificated helicopter carriers.* An air taxi operator is prohibited from providing air transportation, or holding out to the public expressly or by course of conduct, that it provides such transportation regularly or with a reasonable degree of regularity between any points where scheduled helicopter passenger service, or community center and interairport service, is provided by the holder of a certificate of public convenience and necessity either in accordance with such certificate or pursuant to exemption order of the Board. *Provided, however,* That, subject to the provisions of paragraph (e) of this section the foregoing limitation shall not apply to an air taxi operator with respect to pairs of points it has served continuously and without interruption (except for involuntary interruption of service for reasons such as those specified in § 205.8 of this chapter) on a regularly scheduled basis with a minimum of five round trips per week since at least 30 days immediately prior to the inauguration or resumption of service between points by the holder of a certificate of public convenience and necessity (See also paragraph (d) of this section). *And provided, further,* That the foregoing proviso shall not apply where service by the holder of a certificate of public convenience and necessity has been suspended during such 30-day period for involuntary postponement of inauguration or involuntary interruption of service under the provisions of § 205.8 of this chapter or where the Board authorizes a certificated carrier to suspend or postpone inauguration of service in an order providing that the suspension or postponement shall not operate to authorize air taxi operators inaugurating service during such suspension or postponement to continue service after the certificated carrier resumes or inaugurates service

* The carriers are cautioned that the safety regulations of the FAA applicable to all taxi aircraft in excess of 12,500 pounds may be different from those applicable to aircraft weighing 12,500 pounds or less and that, as in the case of all operations conducted under this part, the operations with aircraft in excess of 12,500 pounds must be conducted pursuant to applicable safety regulations

(c) *Air taxi service in Alaska* No service in air transportation shall be offered or performed by an air taxi operator between points both of which are in the State of Alaska, or one of which is in Alaska and the other in Canada, unless the air taxi operator also holds authority from the State of Alaska to operate aircraft of a maximum takeoff weight not over 12,500 pounds as a common carrier in intrastate commerce, or has applied to the Board for, and received, special exemption authority (see Subpart D of Part 302 of the procedural regulations). *Provided*, That the operator is prohibited from rendering the above authorized service in air transportation, or holding out to the public expressly or by course of conduct that it renders such service, regularly or with a reasonable degree of regularity between points where a certificated carrier schedules two or more single-plane round trips per week, including flag stops.

(d) *Limitation on use of helicopter, STOL or VTOL aircraft* No service by helicopter, STOL, or VTOL aircraft shall be offered or performed by an air taxi operator between any two points between which scheduled helicopter, STOL, or VTOL aircraft service is provided by the holder of a certificate of public convenience and necessity authorizing scheduled helicopter service or community center and interairport service. *Provided, however*, That the foregoing limitation shall not apply to an air taxi operator with respect to pairs of points it has served continuously and without interruption (except for involuntary interruption of service for reasons such as those specified in § 205.8 of this chapter) on a regularly scheduled basis with a minimum of five round trips per week since at least 30 days immediately prior to the inauguration or resumption of service between the points by the holder of a certificate of public convenience and necessity (See also paragraph (b) of this section). *And provided, -further*, That the foregoing proviso shall not apply where service by the holder of a certificate of public convenience and necessity has been suspended during such 30-day period for involuntary postponement of inauguration or involuntary interruption of service under the provisions of § 205.8 of this chapter or where the Board authorizes a certificated carrier

to suspend or postpone inauguration of service in an order providing that the suspension or postponement shall not operate to authorize air taxi operators inaugurating service during such suspension or postponement to continue service after the certificated carrier resumes or inaugurates service.

(e) *Filing of notice of inauguration of service, publication and filing of flight schedules*. An air taxi operator which intends to inaugurate service on a regularly scheduled basis with a minimum of five round trips per week pursuant to the provisions of paragraph (b) of this section shall file a notice with the Director, Bureau of Operating Rights, as to the time such service is to be inaugurated not later than 1 day prior to inauguration. The notice shall contain a certification that it has been served on the certificated carrier authorized to provide service between the points. The air taxi operator shall publish flight schedules for the service specifying the times, days of the week and places between which such flights are performed and within 30 days after commencing operations shall file such schedules pursuant to § 298.61

(f) *Limitations on carriage of mail within the 48 contiguous States, Alaska, and Hawaii* (1) In a noncompetitive market within the 48 contiguous States, Alaska, and Hawaii, no air taxi operator shall be authorized to carry mail until there is in effect for such carriage a final mail rate or until the Post Office Department and the affected air taxi operator have jointly filed with the Board a petition setting forth a mutually agreed-upon rate for the carriage of mail and requesting the Board to fix a final mail rate pursuant to section 106 of the Act. The mutually agreed-upon rate shall be the basis for temporary payment subject to upward or downward adjustment upon the determination of a final mail rate which shall be retroactive to the date when service was inaugurated. After such carriage is commenced, the filing of a petition by the air taxi operator or the Post Office Department for a change in the mail rate for such carriage shall not nullify the authority of the operator to continue to carry mail in such market.

(2) In a competitive market within the 48 contiguous States, Alaska, and Hawaii, no air taxi operator shall be authorized to carry mail until there is in effect for such carriage a notice of intent to use an air taxi mail service, as provided in § 298.24, and either a final mail rate has been established or an agreed-upon mail rate has been filed pursuant to § 298.24(e) for such carriage. After such carriage is commenced, the filing of a petition by the air taxi operator or the Post Office Department for a change in the mail rate for such carriage shall not nullify the effectiveness of the notice of intent to use air taxi mail service. *Provided, however,* That with respect to a market which a certificated helicopter carrier is authorized to serve under an area exemption order, an air taxi operator will be prohibited from carrying mail therein only if there is an approved flight pattern with respect to such market under Part 376 of this chapter (Board's Special Regulations).

(3) The rules applicable to final mail rate proceedings set forth in Part 302 of this chapter shall govern the procedure for establishing a final mail rate of an air taxi operator for purposes of this part (See §§ 302.300 through 302.321, excluding § 302.310 of this chapter.)

(g) *Prohibition of services not covered by insurance.* An air taxi operator is prohibited from providing air transportation, or holding out to the public expressly or by course of conduct that it provides any air transportation for which there is not in effect liability insurance which complies with the requirements of Subpart D of this part and which covers such transportation.

(h) [Reserved]

(i) *Filing of reports by operators of turbojet aircraft.* An air taxi operator which engage in air transportation with turbojet aircraft whose maximum certificated takeoff weight is over 12,500 pounds shall file with the Board's Bureau of Accounts and Statistics, not later than 15 days after the end of each calendar quarter, a report setting forth the points between which each charter flight performed with such aircraft is operated during such quarter and, with respect to each flight, the number of passengers

and/or pounds of cargo transported, the number of pounds of mail transported, the charter price, and the model aircraft used.

NOTE. Service shall be deemed to be regular within the meaning of this section unless it is of such infrequency as to preclude an implication of uniform pattern or normal consistency of operations between, or within, such designated points.

(ER-574 as amended by ER-589 effective October 31, 1969, ER-599 effective Jan. 24, 1970, ER-601 effective Dec. 23, 1969, ER-637 effective Sept. 24, 1970, and ER-643 effective Sept. 24, 1970.)

§ 298.22 Operation of large aircraft.

(a) *Prohibition of operation of large aircraft in air transportation.* Nothing in this part shall be construed as authorizing the operation of aircraft having a maximum takeoff weight of more than 12,500 pounds by air taxi operators in air transportation other than turbojet aircraft authorized for use by air taxi operators pursuant to § 298.21(a).

(b) *Reporting of interest in large aircraft.* Every air taxi operator shall report to the Board any proprietary interest, direct or indirect, in any large aircraft or any enterprise operating large aircraft. Such reports shall be filed in duplicate within 30 days of the effective date of this part and thereafter within 5 days of acquisition of such interests. They shall be addressed to the Civil Aeronautics Board, Washington, D.C. 20428, Attention of the Bureau of Operating Rights.

(c) *Reporting of operations with large aircraft.* Any air taxi operator which operates or intends to operate large aircraft for compensation or hire, other than turbojet operations authorized by § 298.21(a), shall file with the Board a description of the method or proposed method of operations and state why such operations are believed not to constitute air transportation. Such reports shall state, among other pertinent matters, whether State lines or the boundaries of the United States will be crossed, the ultimate origin and destination (not only the places between which carriage is provided) of the persons or property carried, and the persons with whom contracts for transportation have been made or are

expected to be made. In case operations not falling within the description on file with the Board are to be undertaken, a report containing the same data shall be filed within 3 days after the particulars of such operations have been decided upon. These reports shall be submitted in duplicate, by airmail if mailed more than 200 miles from Washington, D. C. addressed to the Civil Aeronautics Board, Washington, D. C. 20428, Attention of the Bureau of Operating Rights.

§ 298.23 Business name of air taxi operator.

(a) It shall be an express condition upon the exercise of the privileges herein granted and the operating authorizations issued hereunder, that any air taxi operator, in holding out to the public and in performing air transportation services, shall do so only in a name or names in which its air carrier operating certificate is issued pursuant to section 604 of the Act by the Administrator of the Federal Aviation Administration. *Provided*, That the Board may require an air taxi operator to change such name or names where they appear contrary to the public interest.

(b) Slogans shall not be considered names for the purposes of this section, and their use is not restricted hereby.

(c) Neither the provisions of this section nor the grant of a permission hereunder shall be deemed to constitute a finding for purposes other than for this section, or to effect a waiver of, or exemption from any provisions of the Act, or orders, rules or regulations issued thereunder.

§ 298.24 Authority to carry mail in competitive markets.

(a) *General scope.* An air taxi operator may carry mail between a pair of points named in a notice of intent to use air taxi mail service which is effective pursuant to this section. Such a notice may be filed only by the Post Office Department and shall be conspicuously entitled either regular notice of intent to use air taxi mail service or expedited notice of intent to use air taxi mail service.

(b) *Regular notice of intent to use air taxi mail service.* A notice filed under this subsection shall state the name of the air taxi operator who will engage in the carriage of mail if known, the location of the points between which mail

is to be carried and the reasons, together with supporting data, why the Post Office Department deems the proposed service required to meet the needs of the Postal System.

(c) *Expedited notice of intent to use air taxi mail service.* In addition to the information required by § 298.24(b), a notice filed under this subsection shall contain a factual representation that the Post Office Department has ascertained that no interested certificated route carrier objects to air taxi mail service between the subject pair of points. Such notice shall also identify each interested certificated route carrier with which the Post Office has discussed the proposed air taxi mail service. For purposes of this subsection, an interested certificated route carrier is defined as (1) an air carrier holding a certificate of public convenience and necessity pursuant to section 401(d) (1) or (2) of the Act which authorizes service between such pair of points and such authority has not been suspended, or (2) an air carrier holding a certificate of public convenience and necessity pursuant to section 401(d) (1) or (2) of the Act which has authority to serve between such pair of points by reason of an exemption authorization issued pursuant to section 416(b) of the Act.

(d) *Effective date of notice—protests and objections.* Subject to the provisions of paragraph (e) of this section, a regular notice of intent to use air taxi mail service filed under paragraph (b) of this section shall be effective to authorize the proposed service upon the expiration of 10 days after the filing of such notice, unless within such 10-day period (1) the Board shall issue an order suspending such notice, or (2) any person shall file a written protest and objection setting forth grounds why such service would be contrary to the public interest. Subject to the provisions of paragraph (e) of this section, an expedited notice of intent to use air taxi mail service filed under paragraph (c) of this section shall be effective to authorize the proposed service upon the expiration of 5 days after the filing of such notice, unless within such 5-day period (1) the Board shall issue an order suspending such notice or (2) any person shall file a telegraphic or other written protest stating opposition to the proposed service. Within 10 days after the filing of a notice under paragraph (c) of this section, any person who

filed a timely protest thereto shall also file a written objection setting forth grounds why such service would be contrary to the public interest. Within 7 days after an objection has been filed, the Post Office Department may file an answer thereto. Where a protest has been filed, a notice under paragraph (b) or (c) of this section shall not be effective unless and until the Board so orders.

(e) *Establishment of mail rate.* No notice filed under paragraph (b) or (c) of this section shall be effective until the Post Office Department and the affected air taxi operator have jointly filed with the Board a petition setting forth a mutually agreed-upon rate for the carriage of mail and requesting the Board to fix a final mail rate pursuant to section 406 of the Act. Where a notice filed pursuant to paragraph (b) or (c) of this section states that the Post Office Department has been authorized to petition for such rate by the affected air taxi operator, the Department may file the petition required herein either separately or as part of said notice. If the Board fails to fix a final mail rate by the date when such notice becomes effective, the mutually agreed-upon rate shall be the basis for temporary payment, subject to upward or downward adjustment upon the determination of a final mail rate which shall be retroactive to the date when service was inaugurated.

(f) *Service of documents.* A copy of each notice or answer filed by the Post Office Department with the Board under paragraph (b), (c), or (d) of this section shall be served upon the chief executive of each interested certificated route carrier as that term is defined in paragraph (c) of this section. A copy of each protest and objection shall be served upon the Post Office official subscribing the notice and upon any air taxi operator named therein. Service of each notice filed under paragraph (c) of this section shall be made personally or by telegram. Service of each notice filed under paragraph (b) of this section shall be made personally, by airmail, or, if as expeditious as airmail, by first-class mail. Service of any answer or protest upon any person may be made by personal service, or by first-class or airmail. Each copy of a notice served pursuant to this subsection shall be accompanied by a letter of transmittal stating that such service is being made pursuant to this part.

(g) *Filing of documents.* An executed original and nine copies of each notice, answer or objection and protest shall be filed with the Docket Section of the Civil Aeronautics Board, Washington, D.C. 20428. Each such copy shall be accompanied by a statement that service has been made in accordance with the provisions of paragraph (f) of this section.

(h) *Other procedural provisions.* Except as otherwise specifically provided herein, the requirements of Part 302 of the Board's procedural regulations shall govern notices and other pleadings filed pursuant to this section.

Subpart D—Liability Insurance Requirements

§298.41 Basic requirements.

(a) Each air taxi operator engaging in air transportation shall maintain in effect liability insurance coverage which complies with the requirements of this subpart and which is evidenced by a currently effective policy of insurance, with an attached standard endorsement available for inspection by the Board and the public at its principal place of business. No air taxi operator shall operate in air transportation or perform services in air transportation unless it carries liability insurance which complies with this subpart.

(b) "Certificate of insurance," as used herein, means one or more certificates, evidencing the following: Issuance by one or more insurers of one or more currently effective policies of aircraft liability insurance in compliance with this subpart and properly endorsed, which alone or in combination provide the minimum coverage prescribed in §298.42. When more than one insurer is involved in providing the minimum coverage prescribed herein, the limits and types of liability assumed by each insurer shall be clearly stated in the certificate of insurance. The certificate of insurance shall also state whether the policy of insurance provides coverage for liability for bodily injury to, or death of, aircraft passengers. In addition, the certificate of insurance shall list the types or classes of aircraft, or the specific aircraft by Federal Aviation Administration (FAA) registration number, with respect to which the policy of insurance applies and

shall set forth the area or areas of operation as found in the operations specifications issued by the FAA in conjunction with the applicable AEC certificate. *Provided, however,* That if one or more of the 48 contiguous States or the District of Columbia is listed in such operations specifications, then all 48 contiguous States and the District of Columbia must be included in the coverage of insurance. Each certificate of insurance, and each endorsement limiting the permitted exclusions shall be signed in ink by an authorized officer or agent of the insurer and shall be on forms prescribed and furnished by the Board.¹⁰

(c) The insurance coverage and certificate required by this subpart shall be obtained from one or more (1) reputable and financially responsible insurance companies or associations which are licensed to issue aircraft liability policies in any State in the United States or in the District of Columbia, or (2) surplus line insurers named on a current list of approved surplus line insurers promulgated by the insurance regulatory authority of any State in the United States or in the District of Columbia. *Provided,* That if any such surplus line insurer provides more than ten percent (10%) of the liability insurance coverage of an air taxi operator required by this subpart, it shall maintain, in a bank or other financial institution organized or operating under the laws of the United States or a State thereof or the District of Columbia, a trust fund of at least three hundred thousand dollars (\$300,000) for the benefit of its policyholders.

(d) Each air taxi operator shall prominently post at each place where it deals with the public a copy of its currently effective certificate or certificates of insurance, and shall file a copy of each with the Board in accordance with the provisions of Subpart E of this part. No certificate of insurance shall be posted unless the policy or policies of insurance to which it relates remain in effect.

(c) Endorsements that add previously unlisted aircraft or aircraft types or classes, to coverage or that delete such listed aircraft, or types or classes, from coverage shall be filed with the Board not more than thirty (30) days after the effective date of such endorsement. *Provided, however,* That aircraft shall not be listed in the carrier's operations specifications with the Federal Aviation Administration and shall not be operated unless liability insurance coverage has attached.

(ER-574 as amended by ER-628 effective July 31, 1970.)

§ 298.42 Minimum limits of liability.

(a) The minimum limits of liability coverage maintained by an air taxi operator who carries passengers in air transportation shall be:

(1) *Liability for bodily injury to or death of aircraft passengers.* A limit for any one passenger of at least seventy-five thousand dollars (\$75,000), and a limit for each occurrence in any one aircraft of at least an amount equal to the sum produced by multiplying seventy-five thousand dollars (\$75,000) by seventy-five percent (75%) of the total number of passenger seats installed in the aircraft.

(2) *Liability for bodily injury to or death of persons (excluding passengers).* A limit of at least seventy-five thousand dollars (\$75,000) for any one person in any one occurrence, and a limit of at least three hundred thousand dollars (\$300,000) for each occurrence.

(3) *Liability for loss of or damage to property.* A limit of at least one hundred thousand dollars (\$100,000) for each occurrence.

(b) The minimum limits of liability coverage maintained by an air taxi operator who restricts his operations in air transportation to the carriage of mail or property, or both, shall be those specified in paragraphs (a) (2) and (3) of this section.

(c) Notwithstanding the provisions of paragraphs (a) and (b) of this section, an air taxi operator may be insured for a single limit of liability for each occurrence. In that event, coverage must be equal to or greater than the combined

¹⁰ CAB Forms 257 and 262 (revised 6-70) are filed as part of the original document and can be obtained from the Publications Services Section, Civil Aeronautics Board, Washington, D.C. 20428.

required minimums for bodily injury, property damage, and/or passenger liability for the type of use to which such aircraft is put as the case may be."

(d) In the case of a single limit of liability, aircraft may be insured by a combination of primary and excess policies. Such policies must have combined coverage equal to or greater than the required minimums for bodily injury to nonpassengers, property damage, and/or passenger liability for the type of use to which the aircraft is put, as the case may be.

(ER-574 as amended by ER-628 effective July 31, 1970)

§ 298.43 Terms and conditions of insurance coverage.

Liability insurance coverage required by this part shall meet the following minimum requirements.

(a) Insurance contracts shall provide for payment by the insurer on behalf of the insured air taxi operator, within the specified limits of liability, of all sums which the insured carrier shall become legally obligated to pay as damages for bodily injury to or death of persons, or for loss or damage to property of others (except as exclusion of coverage is permitted by § 298.44) resulting from the insured operator's negligent operation, maintenance or use of aircraft in "air transportation," as that term is defined by the Federal Aviation Act of 1958.

(b) The liability of the insurer shall apply to all operations by the insured operator in "air transportation," as that term is defined by the Federal Aviation Act of 1958. The liability of the insurer shall not be subject to any exclusion by virtue of violations, by the insured operator, of any applicable safety or economic provision of the Federal Aviation Act or of any applicable safety or economic rule,

"For example, the minimum single limit of liability acceptable for an aircraft in passenger service with 16 passenger seats would be computed on the basis of limits set forth in paragraph (a) as follows: 16 x 75 equals 12, 12 x \$75,000 equals \$900,000, \$900,000 plus \$300,000 (nonpassenger liability per occurrence), plus \$100,000 (property damage per occurrence) equals \$1,300,000. The latter is the amount in which a single limit liability policy may be written.

regulation, order, or other legally imposed requirement prescribed thereunder by the Federal Aviation Administration or the Civil Aeronautics Board or any other State or Federal law or regulation. No special waiver or exemption issued by the Federal Aviation Administration or the Civil Aeronautics Board shall affect the insurance afforded by the policy.

(c) The liability of the insurer shall not be contingent upon the financial condition, solvency, or freedom from bankruptcy of the insured. The limits of the insurer's liability for the amounts prescribed herein shall apply separately to each occurrence. Any payment made under the policy because of any one occurrence shall not reduce the liability of the insurer for payment of other damages resulting from any other occurrence.

(d) Within the limits of liability herein prescribed, the insurer shall not be relieved from liability by any condition, warranty, or exclusion in the policy or any endorsement thereon, or violation thereof by the insured air taxi operator, other than by the exclusions set forth in § 298.44 or such other exclusions as may be individually approved by the Board.

(e) The policy of insurance shall state that, pursuant to any statute of any State, Territory, or District of the United States which makes provision therefor, the insurer designates the Superintendent, Commissioner, or Director of Insurance or other officer specified for that purpose in the statute (or his successor or successors in office) as the insurer's attorney upon whom may be served process in any action arising out of the policy of insurance.

(f) With respect to certificates of insurance which list aircraft by FAA registration number, the policy of insurance shall state that, while an aircraft owned by the named insured and declared in the policy is withdrawn from normal use because of its breakdown, repair, servicing, loss or destruction, such insurance as is afforded by the policy with respect to such aircraft shall apply also with respect to another aircraft of similar type, horsepower, and seating capacity, whether or not owned by the insured, while temporarily used as the substitute for such aircraft.

(ER-574 as amended by ER-628 effective July 31, 1970)

§ 298.14 Authorized exclusions of liability.

Unless other exclusions are individually approved by the Board, no policy or certificate of insurance required by this part shall contain any exclusion other than the following authorized exclusions:

(a) Any loss against which the named insured has other valid and collectible insurance, except that the limits of liability provided under this policy shall be in excess of the limits provided by such other valid and collectible insurance up to the limits certified in a certificate of insurance, but in no event exceeding the limits of liability expressed elsewhere in this policy:

○ (b) [Reserved]

(c) Liability assumed by the named insured under any contract or agreement, unless such liability would have attached to the insured even in the absence of such contract or agreement: *Provided, however*, That this exclusion shall not apply to the named insured's waiver of liability limitations under the Warsaw Convention by signing a counter-claim to the agreement of carriers (Agreement CAB 18900), as approved by Board Order E-23682, May 12, 1966, agreeing to a minimum liability for injury or death of passengers of \$75,000 per passenger, or any amendment or amendments to such agreement which may be approved by the Board and to which the named insured becomes a party.

(d) Bodily injury, sickness, disease, mental anguish, or death of any employee of the named insured while engaged in the duties of his employment, or any obligation for which the named insured or any company as his insurer may be held liable under any workmen's compensation or occupational disease law.

(e) Loss of or damage to property owned, rented, occupied or used by, or in the care, custody, or control of the named insured, or carried in or on any aircraft with respect to which the insurance afforded by this policy applies.

(f) Personal injuries or death, or damage to or destruction of property, caused directly or indirectly by hostile or war-like action, including action in hindering, combating or defending against an actual, impending or expected attack by

any government or sovereign power, de jure or de facto or military, naval or air forces, or by an agent of such government, power, authority, or forces, the discharge, explosion or use of any weapon of war employing atomic fission or atomic fusion, or radioactive materials, insurrection, rebellion, revolution, civil war, or usurped power, including any action in hindering, combating, or defending against such an occurrence, or confiscation by any government or public authority.

(g) Any loss arising from operations within any geographic areas other than the following:

(1) Between any points in the "area of operation" as described in the operations specifications issued by the FAA in conjunction with its issuance of the applicable ATCO certificate to each air taxi operator. *Provided, however*, That if one or more of the 48 contiguous States or the District of Columbia is listed in such area of operation, all 48 contiguous States and the District of Columbia must be included within the coverage of insurance under this subpart; and

(2) Within any other geographic area for which coverage is specified in the policy of insurance

Provided, further

That a loss caused by mere misadventure in flying over or landing in any geographic area not specified in subparagraphs (1) or (2) of this paragraph shall not be excluded

(h) Any loss arising from operations by the named insured to or from installations of the Distant Early Warning System (DEW line) or the Ballistic Missile Early Warning System (BMEWS).

(i) Any loss arising from operation of an aircraft (1) without a copilot, if one is required under the policy of insurance or (2) by a pilot (or pilot and copilot) not named in or meeting the qualification, experience, and currency requirements provided in the policy of insurance

(j) Any loss arising from the ownership, maintenance or use of any aircraft of a type or class not specified for coverage in the policy, or any aircraft not declared to the Insurer in accordance with the terms and conditions of the policy, other than substitute aircraft as provided in § 298.43(f),

(k) Any loss arising from operations other than the carriage by aircraft of persons or property as a common carrier for compensation or hire, or the carriage of mail by aircraft, in interstate, overseas, or foreign air transportation,

(l) Any loss arising from operations with aircraft for which an airworthiness certificate has not been issued, has been surrendered, or has been suspended or revoked by the Administrator of the Federal Aviation Administration, or has expired by its terms,

(m) Any loss arising from operations with aircraft which, at takeoff, have not had inspections, maintenance, preventive maintenance, and alterations performed when required by the Federal Aviation Regulations, or which have not had such inspections, maintenance, preventive maintenance, and alterations performed by persons authorized by the Federal Aviation Regulations

(ER-574 as amended by ER-621 effective June 18, 1970, which date is postponed to July 31, 1970 by ER-625 effective June 10, 1970, and ER-628 effective July 31, 1970.)

§ 298.45 Cancellation, withdrawal, modification, expiration, or replacement of insurance coverage.

(a) Each policy of insurance shall specify that, unless replaced as provided in paragraph (b) of this section, it may not be canceled, withdrawn or modified to reduce the limits of liability, by the insurer, until after 10 days' written notice by the insurer to the Board's Bureau of Operating Rights, Washington, D.C. 20428, which 10-day notice period shall

commence to run from the date such notice is actually received by the Board. Each policy shall further provide that, in the event of cancellation of the policy by the insured, the insurer shall, within 10 days after receipt of such notice of cancellation, notify the Board's Bureau of Operating Rights, Washington, D.C. 20428, of this action by the insured. In addition, each policy shall provide that the insurer will notify the Board, 10 days before the expiration date of the policy, unless the policy has been renewed.

(b) Policies of aircraft liability insurance, and certificates of insurance accepted by the Board under this part, may be replaced by other policies of insurance and certificates of insurance conforming to this subpart. The liability of the retiring insurer shall be considered terminated as of the effective date of the replacement policy of aircraft liability insurance and certificate of insurance

(ER-574 as amended by ER-628 effective July 31, 1970.)

Subpart E—Registration for Exemption

§ 298.50 Filing for registration by air taxi operators.

(a) Every air taxi operator (whether or not he is also a commuter air carrier as defined in this part) who is operating in air transportation as of July 1, 1969, shall, on or before that date register with the Board and shall re-register annually thereafter on or before July 1 of each succeeding year

(b) Any person (whether or not he is a commuter air carrier as defined in this part) who commences operations under this part after July 1, 1969, shall, within 30 days after commencing such operations, register with the Board and shall re-register annually thereafter on or before July 1 of each succeeding year

(c) Registration shall be accomplished by filing the following with the Board's Bureau of Operating Rights, Washington, D.C. 20428

(1) A "Registration under Part 298 of the Economic Regulations of the Civil Aeronautics Board" (CAB Form 298-A, revised 6-70) executed in duplicate.¹² This form shall be certified by a responsible official of such carrier and shall include the following information: (i) Name in which the FAA certificate is issued, (ii) the carrier's Federal Aviation Administration certificate number and the name of which the insurance policy is issued, (iii) address of its principal place of business and its mailing address, (iv) whether the carrier is currently performing at least 5 round trips per week pursuant to published schedules, (v) whether the carrier has currently effective insurance which complies with Subpart D of this part; (vi) whether the carrier is performing passenger, cargo and/or mail service, (vii) whether the carrier is operating turbojet aircraft in the 12,500-21,000 pound range, and (viii) whether the carrier has performed passenger service between a point in the United States and a point outside thereof during the past 12 months.

(2) A currently effective certificate of insurance as defined by § 298.41(b).

(3) A \$10 dollar registration fee. This shall be in the form of a check, draft, or postal money order payable to the Civil Aeronautics Board.

(ER-570 as amended by ER-628 effective July 31, 1970)

§ 298.51 Processing by the Board.

After termination of an operator's filing under § 298.50, the Board will stamp and return to the carrier the duplicate copy of the CAB Form 298-A filed thereunder. This will serve to confirm that the carrier is registered with the Board in compliance with § 298.50.

(ER-628 effective July 31, 1970)

¹² CAB Form 298-A (revised 6-70) is filed as part of the original document and can be obtained from the Publications Services Section, Civil Aeronautics Board, Washington, D.C. 20428.

Subject F—Reporting of Scheduled Operations by Commuter Air Carriers

§ 298.60 Report of scheduled air taxi operations.

(a) Each "commuter air carrier" shall file CAB Form 298-C,¹³ entitled "Report of Scheduled Operations of Commuter Air Carriers" in accordance with the provisions of this part and in the manner set forth in said form, which is made a part hereof and annexed hereto.

(b) CAB Form 298-C shall be prepared for the quarter ending March 31, June 30, September 30 and December 31 of each calendar year.¹⁴ It shall be completed in triplicate and filed with the Board (i.e., postmarked) not more than forty (40) days after the end of each calendar quarter, and shall be addressed to the Civil Aeronautics Board, Attention of the Bureau of Accounts and Statistics, Washington, D.C. 20428.

§ 298.61 Filing of flight schedules—current schedules and subsequent modifications.

On or before July 1, 1969, or within 30 days after commencing operations as a commuter air carrier, whichever is later, each commuter air carrier shall file with the Director, Office of Facilities and Operations, Civil Aeronautics Board, Washington, D.C. 20428, a copy of its most recent published flight schedules, along with a statement of rates and fares charged for transportation on scheduled flights. Thereafter, if any modification in such schedules or statement of rates or fares is made, a copy of such modifications shall be filed (i.e., postmarked) not later than ten (10) days after the modification becomes effective.

¹³ CAB Form 298-C is filed as part of the original document and can be obtained from the Publications Services Section, Civil Aeronautics Board, Washington, D.C. 20428.

¹⁴ The first report required to be filed under this subpart shall be for the quarter commencing July 1, 1969.

§ 298.62 Extension of filing time.

If circumstances prevent the filing of a report within the prescribed time limit, consideration will be given to the granting of an extension upon receipt of a written request therefor, addressed to the Director, Bureau of Accounts and Statistics, Civil Aeronautics Board, Washington, D.C. 20428. Such a request must give a sufficient reason for granting the extension, set forth the date when the report can be filed, and be submitted sufficiently in advance of the due date to permit proper time for consideration and communication to the carrier of the action taken. Except in cases of emergency, no request for extension will be entertained which is not received in sufficient time to enable the Board to pass thereon before the prescribed due date. If a request is denied, the carrier remains subject to the filing requirements to the same extent as if no request for extension had been made.

§ 298.63 Certification

The certificate contained in CAB Form 298-C shall be executed by the officer in charge of the carrier's accounts.

§ 298.64 Reporting instructions.

(a) Schedules A-1, T-1, and T-2 of CAB Form 298-C shall be filed quarterly by each reporting carrier. The information included in each schedule shall cover only flights performed pursuant to published schedules or contracts with the Post Office Department for the transportation of mail.

(b) Schedule A-1 shall describe the aircraft used in scheduled service or mail service by the carrier.

(1) Column (1) shall set forth the aircraft registration number of each aircraft.

(2) Column (2) shall set forth the type and model of each aircraft listed in Column (1).

(3) Column (3) shall set forth the capacity in passenger seats of each aircraft. Crew seats should not be counted.

(4) Column (4) shall set forth the carrier's best estimate in pounds as to total capacity available for cargo in both cargo and passenger compartments of each aircraft under normal operating

conditions over the carrier's system. Estimates should take into consideration both limitations on lift capacity of aircraft as well as limitations imposed by the space available for cargo and average density per cubic feet of cargo carried. If passenger aircraft are also employed in all-cargo configuration, give the cargo capacity with all seats in place and with all seats removed.

(c) Schedule T-1 shall set forth the traffic carried, in each direction, between the points served by the carrier's operation.

(1) Definitions: On-line origin is the point of initial boarding of traffic on the reporting carrier's operation. On-line destination is the point of final deplanement of traffic in the reporting carrier's operation.

(2) Columns (1) and (2) shall reflect the points of on-line origin and on-line destination, respectively, of traffic which was carried during the reporting period.

(3) Columns (3), (4), and (5) shall reflect the total number of revenue passengers, pounds of cargo, and pounds of mail, respectively, carried from the point of on-line origin to the point of on-line destination shown in Columns (1) and (2).

(d) Schedule T-2 shall set forth all routings for scheduled and mail flights performed by the reporting carrier, with the number of flights performed and the aircraft type(s) used on each routing.

(1) Column (1) shall set forth the origin point of each routing.

(2) Column (2) shall set forth the intermediate points on each routing whose origin is listed in Column (1). When there are two or more intermediate points on a routing they should be listed from top to bottom in the order in which the stops are performed.

(3) Column (3) shall set forth the destination point of the routing.

(4) Column (4) shall set forth the total number of flights performed in the reporting quarter over the routing indicated in Columns (1)-(3). In instances where more than one type of aircraft is operated between a pair of points, a subtotal shall indicate the total number of flights by all types of aircraft between each pair of points.

(5) Column (5) shall set forth the type of aircraft used on the routing.

§ 298.65 Data processing.

The information requested in Schedules A-1, T-1, or F-2 of CAB Form 298-C as provided in § 298.64 may be submitted on any comparable form prepared on automatic data processing equipment. *Provided, however,* That such substitute form has been approved by the Director, Bureau of Accounts and Statistics, Washington, DC 20428. Data in any approved format shall be submitted in triplicate and shall contain the same columnar headings arranged in the same sequence as the schedules called for in CAB Form 298-C.

§ 298.66 Public disclosure of schedule T-1 data.

Data reported on schedule T-1 of CAB Form 298-C shall not be disclosed, prior to 12 months following the close of the calendar year to which the data relate, except as follows:

(1) To parties to any proceeding before the Board to the extent that such data are relevant and material to the issues in the proceeding upon a determination to this effect by the hearing examiner assigned to the case or by the Board. Any data to which access is granted pursuant to this section may be introduced into evidence, subject to the normal rules of admissibility of evidence.

(2) To agencies and other components of the US Government. The Board will make other disclosure of the subject data, upon its own motion or upon application of any interested person, when the Board finds the public interest so requires. The Board may, from time to time, publish summary information compiled from the traffic data in a form which would not identify individual carrier data.

(ER-605 effective Feb. 24, 1970.)

Subpart G—Waiver of Liability Limits Under the Warsaw Convention**§ 298.70 Waiver of liability limitations.**

Every air taxi operator which:

(a) Is a "commuter air carrier" as defined in Subpart A of this part;

(b) Is a party to an interline agreement with a certificated air carrier or a foreign air carrier, or

(c) Is engaged in the carriage of passengers in air transportation between any point in the United States and any point outside thereof,

shall file with the Board's Docket Section a signed counterpart to Agreement CAB 18900, an agreement relating to liability limitations of the Warsaw Convention and Hague Protocol approved by Board Order E-23680 dated May 13, 1966, in the form attached hereto as Appendix B (CAB Form 263), and a signed counterpart of any amendment or amendments to such agreement which may be approved by the Board and to which the air taxi operator becomes a party. Such carriers shall file, in addition, a tariff with the Board's Tariffs Section embodying the provisions of the counterpart in the form attached hereto as Appendix A (CAB Form 298-B). As used in this subpart, "interline agreement" refers to an agreement between an air taxi operator, on the one hand, and one or more certificated air carriers or foreign air carriers, on the other hand, whereby the air taxi operator is authorized to ticket its passengers over the system of the air carrier or foreign air carrier and/or the latter is authorized to ticket its passengers over the system of the air taxi operator.

(Subpart G added by ER-621 effective June 18, 1970, which date is postponed to July 31, 1970, by ER-625 effective June 10, 1970.)

Subpart H—Violations**§ 298.80 Enforcement.**

In case of any violation of the provisions of the Act, or this part or any other rule, regulation, or order issued under the Act, the violator may be subject to a proceeding pursuant to sections 1002 and 1007 of the Act before the Board or a US District Court as the case may be, to compel compliance therewith, or to civil penalties pursuant to the provisions of section 901(a) of the Act, or, in the case of a willful violation, to criminal penalties pursuant to the provisions of section 902(a) of the Act, or other lawful sanctions including revocation of operating authority.

(ER-574 as amended by ER-621 effective June 18, 1970, which date is postponed to July 31, 1970, by ER-625 effective June 10, 1970.)

Note: The reporting requirements contained herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription NOVEMBER 18, 1971

[redacted] was interviewed at the
Houston Office of the FBI at which time he furnished the
following information:

b6
b7C
b7D

Interviewed on 11-18-71 at Houston, Texas File # JK 164-103
HO 164-117
SA [redacted] b6
b7C 11-18-71
by _____ Date dictated _____

3
HO 164-117
JK 164-103

b6
b7C
b7D

[REDACTED]

[REDACTED] said that Big Brothers Aircraft is based in Nashville, Tennessee. It is the distributor for the Aero-Commander Airplane, a high wing twin engine plane. Big Brothers Aircraft is owned by [REDACTED] and [REDACTED]. As late as July, 1971, Big Brothers Aircraft was still up for sale. [REDACTED] does not know if it is still on the market or anything about its present financial status.

[REDACTED]

[REDACTED] does not know the whereabouts of [REDACTED] above.

[REDACTED] is a white male, 42-46 years old, about 6' to 6'1" tall, approximately 210 pounds, heavy build, brown or greyish brown eyes, with greying, wavy hair. He is a dapper dresser.

[REDACTED] is a white male, born [REDACTED] at [REDACTED]. He is 5'8" tall, weighs 150 pounds, and has brown eyes and hair. [REDACTED] He has Social Security Number [REDACTED] and attended [REDACTED] [REDACTED] for two years, from [REDACTED]. He is also known as [REDACTED] and [REDACTED]. [REDACTED] He formerly resided at [REDACTED].

[REDACTED]

JK 164-103

AT OKLAHOMA CITY, OKLAHOMA

On November 17, 1971, a source who is in a position to have such knowledge, advised that the note on the aircraft owned by [redacted] was not renewed and full payment in the amount of \$125,721.85 had been paid by personal checks issued by [redacted]. Information was also developed that aircraft Hawk Commander, Registration Number N9058N, had been sold.

b6
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On December 1, 1971, a source, who is in a position to know, advised that an inquiry had been made by [redacted]. [redacted] indicated that a \$200,000 loan was being contemplated relative to the purchase of Hawk Commander aircraft Registration Number N9058N.

FEDERAL BUREAU OF INVESTIGATION

Date November 30, 1971

1 [redacted] General Aviation District
Office, Federal Aviation Administration, Craig Airport,
Jacksonville, Florida, advised that on November 22, 1971,
[redacted] Big Brother Aircraft, obtained a temporary
Airworthiness Certificate for Hawk Commander aircraft, serial
number 6008, registration mark N9058N.

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The above certificate was issued for a period of
eight days to permit the aircraft to be ferried from Jacksonville,
Florida, to Atlanta, Georgia. The aircraft was not certified
for pressurized flight due to the two bullet holes in the left
windshield.

The above aircraft left the AirKaman terminal at
Jacksonville International Airport during the afternoon of
November 22, 1971.

On 11/24/71 at Jacksonville, Florida File # JK 164-103

by SA [redacted] -sjt Date dictated 11/24/71

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency;
it and its contents are not to be distributed outside your agency.

CI 164-53
RAB/jdc
1

The following investigation was conducted at Dayton, Ohio, on December 2, 1971:

A review of the Suburban Directory for Dayton, Ohio, by Special Agent [redacted] of the Dayton, Ohio Resident Agency of the FBI revealed the following:

b6
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The Premiere Corporation is located at 3681 Vance, Moraine, Ohio (suburb of Dayton, Ohio). The president-treasurer of the company is [redacted] residence [redacted] Vice president of the corporation is [redacted] residence [redacted] The secretary of the corporation is [redacted] residence [redacted]
[redacted]

On December 2, 1971, [redacted] Supervisor, Credit Bureau of Dayton, Ohio, advised IC [redacted] the following information:

[redacted] date of birth [redacted]
[redacted] at [redacted] is married to [redacted] (nee [redacted]
[redacted] is president of the Premiere Corporation.
Formerly [redacted] was employed by the Phillips Industries in July of 1964.

[redacted] has a date of birth of [redacted]
[redacted] and has an address of [redacted]
[redacted] was formerly married to [redacted]
[redacted] further related that [redacted] also
has an address of [redacted]
Florida, which was verified in March of 1967. [redacted]
is the vice president of the Premiere Corporation and
this information was verified in August, 1971.

CI 164-53

2

[] was formerly employed with the Board of Directors,
Paramont Cain in October of 1966.

b6
b7C

[] has a date of birth of []
[] and his residence is []
[] and has a wife by the name of [] is a
member of a law firm in Dayton, Ohio.

The Premiere Corporation has a current address of
3681 Vance Road and this information was verified in
1971. The corporation manufactures windows and was
incorporated in 1967.

JK 164-103

AT OKLAHOMA CITY, OKLAHOMA

On December 8, 1971, copies of the March 20, 1970, and January 20, 1971, Federal Aviation Administration, Identification and Activity Reports concerning Aero Commander, Serial Number 6008, Registration Number N-9058-N, as filed by Big Brother Aircraft, Incorporated, were obtained.

The above reports were obtained from the Department of Transportation, Federal Aviation Administration, Aircraft Registry, Oklahoma City, Oklahoma.

The regulation requiring the filing of such documents has been in effect since 1970.

IDENTIFICATION AND ACTIVITY REPORT		NO. 04-R0185	
1-REGISTRATION INFORMATION			
SIGNATURE Sign in (3) complete (5) if applicable and check (1) OR (2)		(4) DATE b6 b7C 1/20/78	
I (we) certify I am a (we are) U.S. citizen(s) (if not a mental unit), I (we) own the aircraft identified hereon and it is not registered in the laws of any foreign country.		(5) TITLE (if Partnership, Corporation or Governmental Unit) See reverse side, instruction number 3 Secretary & Treasurer	
OR request that registration of the aircraft identified hereon in my (our) name(s) be deleted/registered.		(6) C. REGISTRATION NUMBER Correct here N-9058N	
Aircraft Sold <input type="checkbox"/> Destroyed <input type="checkbox"/> Other <input type="checkbox"/>		(7) D. AIRCRAFT SERIAL NUMBER Correct here 6008	
OWNER (6) BIG BROTHER AIRCRAFT INC (7) PO BOX 269 (8) NASHVILLE TN 37202			
If address is incorrect, please correct in Block E below.			
(9) STREET ADDRESS		F. AIRCRAFT MANUFACTURER	
(10) CITY (17) STATE (18) ZIP		(19) AERO COMMANDER	
		(20) Correct here	
OTHER OWNERS (as listed on current certificate of aircraft registration)		AIRCRAFT MODEL/SERIES	
		(25) 681 0141718	
		(26) Correct here	
2-ACTIVITY & RELATED INFORMATION			
BASE AIRPORT OF AIRCRAFT AIRPORT NOT REPORTED 1970 SEE ENCLOSURE correct below if changed.)		I. ENGINE MFG. ENGINE MODEL (36) AIRESEARCH (38) 331 SER 605HP (40) 01502	
REPORT NAME Nashville Metro		(37) Correct here	
COUNTY Davidson		(39) Correct here	
(34) STATE TN (35) ZIP 37217			
AVIONICS EQUIPMENT CAPABILITY (Check all boxes that reflect this aircraft's current capability.)			
COMMUNICATIONS EQUIPMENT		NAVIGATION EQUIPMENT	
Receiver Capability		VOR Receiver	
80 channels or less		One	
81 channels or more		More than one	
Transmitter Capability		Distance Measuring Equipment (DME)	
0 channels or less		Automatic Direction Finder (ADF)	
1 thru 180 channels		Weather Radar	
81 or more channels		Approved Area Navigation Equipment	
ILS RECEPTION CAPABILITY		Advisory Circular 90-45	
Localizer			
Glide slope			
Marker beacon			
TRANSPONDER EQUIPMENT			
64 code			
4096 code			
Altitude reporting			
LONG TERM (3+MONTHS) LESSEE/OPERATOR IF NOT OWNER		L. HOURS FLOWN BY THIS AIRCRAFT JAN. 1-DEC. 31 LAST YEAR (Report whole hours (not fractions) while you owned this aircraft)	
CURRENT LESSEE/OPERATOR'S NAME		EXECUTIVE (Corporate flying by professional pilots)	
STREET ADDRESS		BUSINESS (Individual flying for business reasons)	
CITY		PERSONAL (Individual flying for personal reasons)	
(63) STATE (64) ZIP		AERIAL APPLICATION (Agriculture, health, forestry)	
		INSTRUCTION (Excludes proficiency)	
		AIR TAXI (Part 135 operations including charter services)	
		INDUSTRIAL/SPECIAL (Patrol, survey, photo, hoist, etc.)	
		AIRCRAFT RENTAL BUSINESS	
		OTHER (R&D, demonstrations, sport parachuting, etc.)	
2041010153		IF YOU OWNED THIS AIRCRAFT LESS THAN 12 MONTHS LAST YEAR, SHOW PREVIOUS OWNER'S HOURS BETWEEN JANUARY 1 - DECEMBER 31 HERE	
73		IF AIRCRAFT NOT FLOWN LAST YEAR, CHECK HERE	

1 - REGISTRATION INFORMATION

FAR 47.44 requires each owner of a U.S. registered aircraft to complete and submit this part of the form by July 1 in order to verify current eligibility for registration.

SIGNATURE (Check one box as applicable):

(3) SIGNATURE

(4) DATE b6

b7C

For registration eligibility purposes, I (we) certify I am a (we are) U.S. citizen(s) (if not a governmental unit), I (we) own the aircraft identified hereon and it is not registered in the laws of any foreign country.

I request that registration of the aircraft identified hereon in my (our) name(s) be (re)registered.

Check reason: Aircraft Sold (see reverse) ☐ Destroyed ☐ Other ☐

OWNER

(6) BIG BROTHER AIRCRAFT INC
(7) PO BOX 269
(8) NASHVILLE TN 37202

If address is incorrect, please correct in Block E below.

OWNER
VOL OF
CURRENT
ADDRESS

(9) STREET ADDRESS

(10) CITY

(11) STATE

(12) ZIP

OTHER OWNERS (AS LISTED ON CERTIFICATE OF AIRCRAFT REGISTRATION)

F. AIRCRAFT MANUFACTURER

(19) AERO COMMANDER

(20) Correct here

AIRCRAFT MODEL/SERIES

(25) 681

(26) Correct here

0141718

2 - ACTIVITY & RELATED INFORMATION

FAR 91.53 requests each owner to submit the information indicated below. For aircraft operating under FAR 121 or 127 please fill in Block I only.

AIRPORT OF AIRCRAFT
OPERATION NOT CURRENT

(below if changed)

PORT NAME

CITY

(34) STATE

(35) ZIP

I. ENGINE MFR.

(36) AIRESEARCH

(37) Correct here

ENGINE MODEL

(38) TPE-331-24

(39) Correct here

(40) 01502

A. COMMUNICATIONS EQUIPMENT CAPABILITY (Check all boxes that reflect this aircraft's current capability)

COMMUNICATIONS EQUIPMENT

Receiver Capability

One channel or less

More than one channel or more

Transmitter Capability

One channel or less

1 thru 180 channels

181 or more channels

ILS RECEPTION CAPABILITY

Localizer

Glide slope

Marker beacon

TRANSPONDER EQUIPMENT

64 code

4096 code

Altitude reporting

NAVIGATION EQUIPMENT

VOR Receiver

One

More than one

Distance Measuring Equipment (DME)

Automatic Direction Finder (ADF)

Weather Radar

Approved Area Navigation Equipment

Advisory Circular 90-45

LONG TERM (3+ MONTHS) LESSEE/OPERATOR IF NOT OWNER

CURRENT LESSEE/
OPERATOR'S NAME

STREET ADDRESS

(33) STATE

(35) ZIP

L. HOURS FLOWN BY THIS AIRCRAFT-JAN. 1-DEC. 31 LAST YEAR
(Report whole hours (not fractions) while you owned this aircraft.)

EXECUTIVE (Corporate flying by professional pilots)

BUSINESS (Individual flying for business reasons)

PERSONAL (Individual flying for personal reasons)

AERIAL APPLICATION (Agriculture, health, forestry)

INSTRUCTION (Excludes proficiency)

AIR TAXI (Part 135 operations including charter services)

INDUSTRIAL/SPECIAL (Patrol, survey, photo, hoist, etc.)

AIRCRAFT RENTAL BUSINESS

OTHER (R&D, demonstrations, sport parachuting, etc.)

IF YOU OWNED THIS AIRCRAFT LESS THAN 12 MONTHS
LAST YEAR, SHOW PREVIOUS OWNER'S HOURS
BETWEEN JANUARY 1 - DECEMBER 31 HERE

IF AIRCRAFT NOT FLOWN LAST YEAR, CHECK HERE

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/21/71

On October 4, 1971, at approximately 5:45 am, following the disabling of Hawk Commander aircraft number N9058N at Jacksonville International Airport, by Bureau Agents and a determination that all three occupants were either dead or dying, SA [] then returned to the Bureau car where copilot [] was waiting.

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At that time [] was advised of the fact that the pilot, BRENT DOWNS, was dead as well as Mrs. GIFFE and Mr. GIFFE appeared to be mortally wounded according to information that had been furnished to SA [] by ASAC []

At that time a humming sound was still coming from the aircraft and [] stated that the master switch to the aircraft was still on and suggested to SA [] that it should be cut off in order to prevent the possibility of fire by leaking fuel.

At that time [] advised SA [] that the master switch for the aircraft was mounted in the pilot compartment on the left side over the pilot's head. Following that SA [] returned to the aircraft, entered the aircraft and switched off the master switch. Following that SA [] immediately departed the aircraft.

The above was the only occasion when SA [] was in the aircraft.

Interviewed on 12/10/71 at Jacksonville, Florida File # JK 164-103

by SA [] :cam Date dictated 12/15/71

JK 164-103

VI. ANSWERS TO INTERROGATORIES SUBMITTED IN ACCORDANCE WITH ORDER FILED ON NOVEMBER 11, 1971, U.S. DISTRICT COURT, MIDDLE DISTRICT OF TENNESSEE, NASHVILLE, TENNESSEE, AS PREPARED BY SPECIAL AGENTS, FEDERAL BUREAU OF INVESTIGATION, JACKSONVILLE, FLORIDA, AND NASHVILLE, TENNESSEE, AND FEDERAL AVIATION ADMINISTRATION PERSONNEL, HILLIARD, FLORIDA, AND JACKSONVILLE, FLORIDA

FEDERAL BUREAU OF INVESTIGATION

December 16, 1971

Date _____

On December 14, 1971, Assistant United States Attorney [redacted] Middle District of Florida, Jacksonville, Florida, gave me copies of the following original documents:

b6
b7C

1. Answers to Interrogatories submitted in accordance with Court Order of November 11, 1971, by the United States District Court for the Middle District of Tennessee. These answers, dated December 13, 1971, were prepared and signed by [redacted] Supervisory Air Traffic Control Specialist, and [redacted] Air Traffic Control Specialist, Federal Aviation Administration, Air Route Traffic Control Center, Hilliard, Florida.
2. Report dated December 13, 1971, concerning the hijacking of aircraft N9058N at Nashville, Tennessee on October 4, 1971, prepared and signed by [redacted] Supervisory Air Traffic Control Specialist, Federal Aviation Administration, Air Route Traffic Control Center, Hilliard, Florida.
3. Report dated December 13, 1971, concerning the hijacking of aircraft N9058N at Nashville, Tennessee, on October 4, 1971, prepared and signed by [redacted] Air Traffic Control Specialist, Federal Aviation Administration, Air Route Traffic Control Center, Hilliard, Florida.
4. Letter addressed to [redacted] Department of Justice, Room 3647, Washington, D. C. 20590, dated December 13, 1971, prepared and signed by [redacted] Chief, Traffic Control Tower Federal Aviation Administration, Jacksonville, Florida, with the attached response of [redacted] Assistant Chief, Traffic Control Tower, to the Interrogatories submitted in accordance with the Order from the United States District Court, Nashville, Tennessee, of November 11, 1971, regarding Civil Action Number 6348.

12/14/71

Jacksonville, Fla.

JK 164-103

On _____ at _____ File # _____

SA [redacted]

-ahc

12/15/71

by _____ Date dictated _____

JK 164-103

2

5. Response to Interrogatories prepared and signed by [redacted] Assistant Chief, Traffic Control Tower, Federal Aviation Administration, Jacksonville, Florida.

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b7C

Copies of the above described documents are attached hereto.

JK 164-103

VII. AFFIDAVITS PREPARED BY UNITED STATES ATTORNEY
JOHN L. BRIGGS, JACKSONVILLE, ASAC [REDACTED]
[REDACTED] SPECIAL AGENTS [REDACTED]
[REDACTED]
[REDACTED] JACKSONVILLE, FILED
IN U.S. DISTRICT COURT, MIDDLE DISTRICT OF
TENNESSEE, NASHVILLE, TENNESSEE

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b7C

JK 164-103

VIII. CRIME SCENE AREA

FEDERAL BUREAU OF INVESTIGATION

Date of transcription January 13, 1972

On January 11, 1972, the following measurements were taken by Special Agents [redacted] and Visual Information Specialist [redacted] in the vicinity of the General Aviation Terminal and Jacksonville International Airport, Jacksonville, Florida:

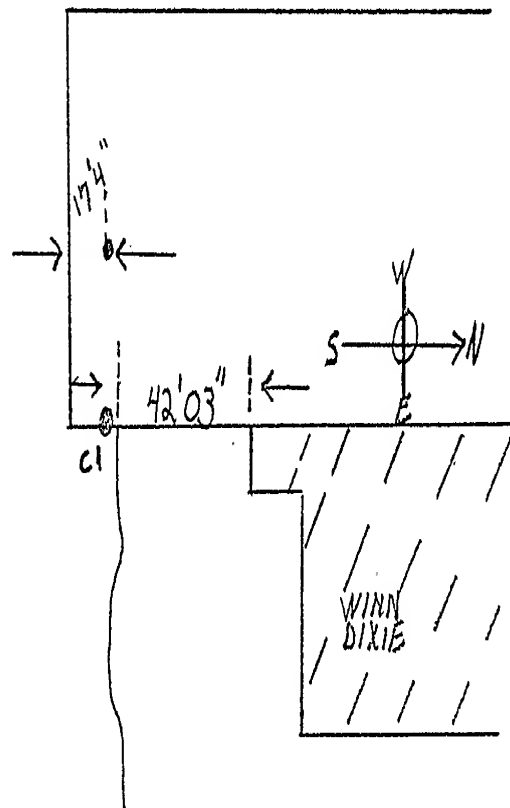
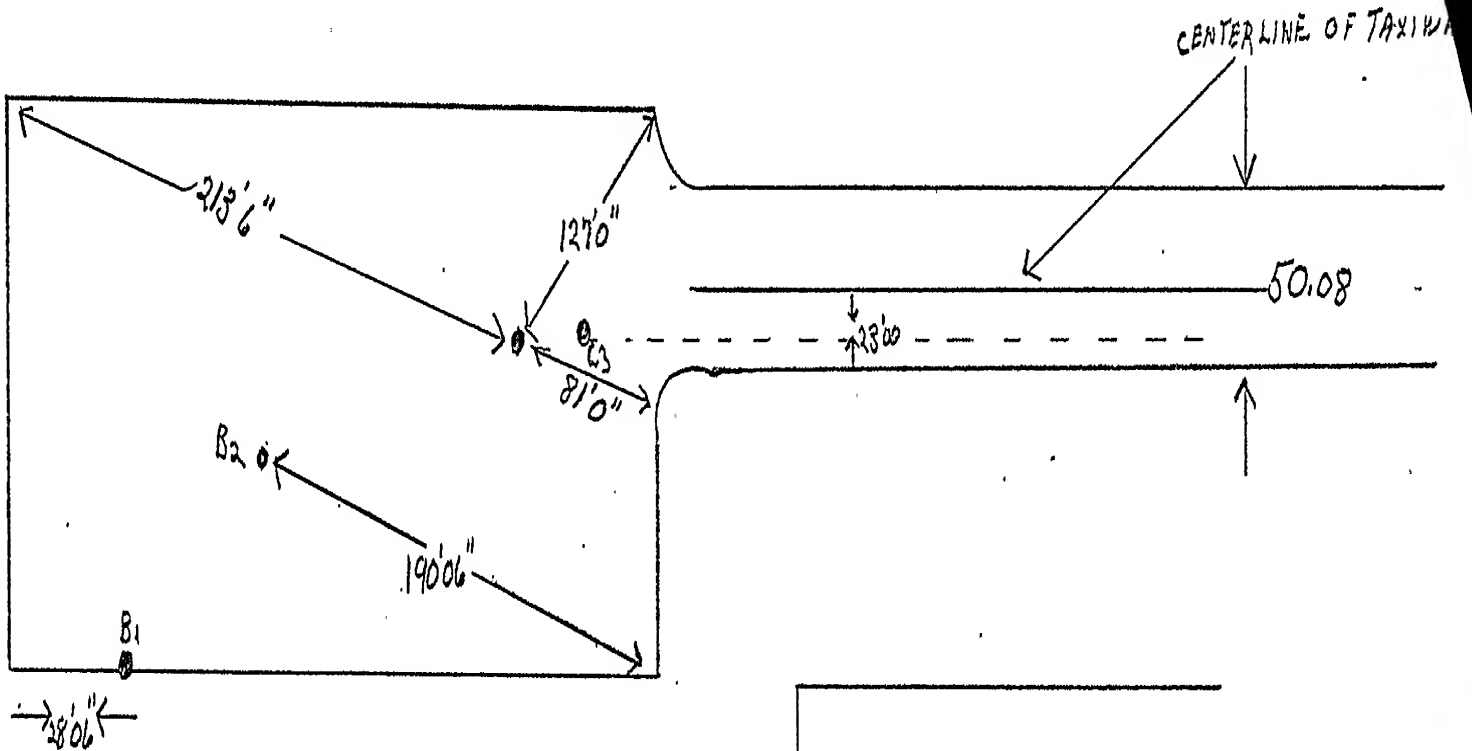
b6
b7C

- 1) Measurements taken from the right wheel position of the aircraft to:

Southwest corner of GA Parking Area - 213' 06"
Northwest corner of GA Parking Area - 127' 00"
- 2) Measurement taken from second position of [redacted] auto (B2) to Northeast corner of GA Parking Area - 190' 06"
- 3) Width of GA-1 taxiway (running north and south) - 50' 08"
- 4) Position of [redacted] auto (C3) located on direct projected line running parallel to and 23' 00" east of center line of GA-1 taxiway.
- 5) Right wheel position of aircraft located 81' 00" south of north side of General Aviation Parking Area
- 6) Measurement from first position of [redacted] auto (E1) to southeast corner of General Aviation Parking Area - 28' 06"
- 7) Measurement from first position of [redacted] auto (C1) to southwest corner of Winn Dixie hangar - 42' 03"
- 8) Measurement from second position of [redacted] auto (C2) to edge of grass area directly south of auto - 17' 04"

A general sketch of the above measurements is attached hereto:

Interviewed on 1/11/72 at Jacksonville, Fla. File # JK 164-103
by SA [redacted] SA [redacted] -ppb Date dictated 1/12/72



NOT TO SCALE

115

161

FEDERAL BUREAU OF INVESTIGATION

Date of transcription January 13, 1972I

[redacted] Project
Photo Company, Incorporated, 1410 San Marco Boulevard,
Jacksonville, Florida, gave SA [redacted]
one aerial photograph, overall view of Jacksonville
International Airport, taken February, 1970, and one
aerial photograph of the General Aviation area of
Jacksonville International Airport taken January 16, 1971,
as ordered by SA [redacted] on January 11, 1972.

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b7C

The above photographs were given to [redacted]
[redacted] Visual Information Specialist, Exhibit Section,
Federal Bureau of Investigation, by SA [redacted] on January
12, 1972.

Interviewed on 1/12/72 at Jacksonville, Fla. File # JK 164-103

by SA [redacted] -ppb Date dictated 1/12/72

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription January 13, 19721

[redacted] Aviation Facilities, Engineer, Jacksonville Port Authority, Jacksonville, Florida, made available to SA [redacted] Airport Layout Plan, Jacksonville International Airport, Jacksonville, Florida, prepared by Reynolds, Smith and Hills, Architects and Engineers, Jacksonville, Florida on July 1, 1969, and identified as Sheet 2, File Number 5992-19.

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b7C

The above described plan was given to [redacted] Visual Information Specialist, Exhibit Section, Federal Bureau of Investigation, by SA [redacted] on January 11, 1972.

Interviewed on 1/11/72 at Jacksonville, Fla. File # JK 164-103

by SA [redacted] ppb Date dictated 1/12/72

- 163* -

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FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

JAN 5 1972

TELETYPE

R009 JK PLAIN

8:25 PM NITEL 1-5-72 ALH

DIRECTOR (164-2042)

MEMPHIS (164-76)

FROM JACKSONVILLE (164-103) (P)

GEORGE MALLORY GIFFE, JR. AKA PAREN DECEASED PAREN;
CRIME ABOARD AIRCRAFT OFFICE OF ORIGIN
KA, ET AL. CAA - HIJACKING, ETC. OO: JACKSONVILLE.

RE JACKSONVILLE TEL JAN. FOUR, LAST.

PRIOR TO HEARING BEFORE CHIEF JUDGE WILLIAM MC RAE AT JACKSONVILLE,

ON JAN. FOUR, LAST, AUSA [REDACTED] DEFENDANT'S ATTORNEY [REDACTED]

JACKSONVILLE CASE AGENT HAD INFORMAL DISCUSSION CONCERNING THE USE

OF EXHIBITS IN FORTHCOMING CRIMINAL TRIAL. [REDACTED] MADE MENTION OF

FACT THAT ACCORDING TO STATEMENT MADE BY EITHER CO-PILOT [REDACTED]

OR DEFENDANT [REDACTED] DURING FLIGHT OF AIRCRAFT ENROUTE TO JACKSONVILLE,

[REDACTED] PLACED GUN GIVEN TO HIM BY GIFFE ON FLOOR OF AIRCRAFT FOR

PERIOD OF TIME AND IT WAS WITHIN EASY REACH OF [REDACTED] HAD HE WANTED TO

PICK IT UP.

[REDACTED] INDICATED IN HIS COMMENTS THAT THE DISTANCES WITHIN THE

AIRCRAFT INVOLVING THE POSITION OF THE PERSONS ABOARD DURING THE

FLIGHT AS WELL AS THE LOCATION OF ITEMS ABOARD THE AIRCRAFT WILL BE

OF GREAT IMPORTANCE.

END PAGE ONE

Mr. Tolson
Mr. DeLoach
Mr. Mohr
Mr. Bishop
Mr. Casper
Mr. Callahan
Mr. Conrad
Mr. Felt
Mr. Gale
Mr. Rosen
Mr. Sullivan
Mr. Tavel
Mr. Trotter
Tele. Room
Miss Holmes
Miss Gandy

EX-104-2-REC-35/64-2042-313
JAN 20 1972

Being handled
in Encl. Sect.
JAN 25 1972
7-113
1-1050
1/7/72

6-Vh

JK 164-103

PAGE TWO

ASSISTANT UNITED STATES ATTORNEY

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b7c

AUSA [] AND JACKSONVILLE CASE AGENT MADE NO COMMENTS TO

[] RELATIVE TO THE STATEMENT CONCERNING THE ALLEGED POSITION OF

[] GUN IN THE PROSECUTION OF THE CRIMINAL CASE. HOWEVER, AUSA

[] COMMENTED IN PRIVATE THAT THE GOVERNMENT MUST BE IN A POSITION

TO ACCURATELY DESCRIBED THE NASHVILLE AND JACKSONVILLE CRIME SCENE
AREAS AS WELL AS THE INTERIOR OF THE SUBJECT AIRCRAFT.

JACKSONVILLE AND NASHVILLE HAVE FORWARDED SKETCHES, ENGINEER
DRAWINGS AND PHOTOGRAPHS OF SUITABLE EXHIBITS FOR USE IN THIS MATTER
WITH A REQUEST TO BE ADVISED OF THE EXHIBIT SECTION'S SUGGESTIONS SO
THAT THEY CAN BE PRESENTED TO ^{U. S. ATTORNEY} USA, JACKSONVILLE FOR CONSIDERATION
AND FINALIZATION.

IN VIEW OF THE ABOVE COMMENTS BY DEFENDANT'S ATTORNEY AND THOSE
OF PROSECUTING JACKSONVILLE AUSA, AS WELL AS THE PROXIMITY OF THE
CRIMINAL TRIAL, THE BUREAU IS REQUESTED TO HAVE A REPRESENTATIVE OF THE
EXHIBIT SECTION TRAVEL TO JACKSONVILLE AND NASHVILLE TO VIEW RESPECTIVE
CRIME SCENES, ANALYZE MATERIAL AVAILABLE AND DETERMINE BY CONFERENCE
WITH USA, JACKSONVILLE, TYPE AND DIMENSIONS OF EXHIBITS TO BE REQUIRED
FOR TRIAL.

IT IS BELIEVED THAT SAME EXHIBITS PREPARED FOR USE IN CRIMINAL
TRIAL COULD BE USED FOR FTCA MATTER AT LATER DATE.

END

cc Exhibits SECTION

January 6, 1972

GENERAL INVESTIGATIVE DIVISION

This is the case wherein a private chartered plane was hijacked from Nashville, Tennessee, to Jacksonville, Florida on 10/4/71. Subject Giffé shot and killed his wife, the pilot, and himself and subject [] was arrested by Jacksonville Agents.

Attached discloses the Defense Attorney is now indicating subject [] put down his weapon within easy reach of the co-pilot during the hijack. This information does not conform to any previously known and appears to be an attempt at justification by [] since we have interviewed him extensively on two previous occasions and at no time was mention ever made of his relinquishing control of his weapon. It is noted that when subject [] was arrested at Jacksonville the weapon was inside his belt and the hammer was cocked.

Assistant U. S. Attorney at Jacksonville who is prosecuting the case believes that certain exhibits will be necessary for successful prosecution. In view of the fact that trial will be scheduled the earliest possible date at Jacksonville, it is recommended that Jacksonville's request for a representative of the Exhibits Section to travel to Jacksonville and Nashville be approved so that he can make analysis of material needed for trial purposes.

BHC:bkc

ds

LT
POST
7

CWB
R/S

RG
HGS

DD
HGS
BC

Chesman
4:40 PM 1/6/72

164-2042-313
ENCLOSURE

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FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

JAN 18 1972

TELETYPE

NR003 AQ PLAIN

5:52PM NITEL 1/19/72 DJC

TO: DIRECTOR (164-2042)

JACKSONVILLE (164-103)

MEMPHIS (164-76)

FROM: ALBUQUERQUE (164-33) RUC- 2P

Mr. Tolson	_____
Mr. Felt	_____
Mr. Rosen	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Casper	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Gale	_____
Mr. Rosen	_____
Mr. Sullivan	_____
Mr. Tavel	_____
Mr. Trotter	_____
Mr. Tele. Room	_____
Miss Holmes	_____
Miss Gandy	_____

b6
b7C

GEORGE MALLORY GIFFE, JR. (DECEASED); [REDACTED] AKA,
ET AL, CAA - HIJACKING, INTIMIDATION OF CREW MEMBERS, CARRYING
A CONCEALED WEAPON, KIDNAPING, FTCA, OO: JACKSONVILLE.,

RE JACKSONVILLE NITEL TO DIRECTOR, JANUARY ELEVEN LAST,
REQUESTING INTERVIEW OF [REDACTED]
RE TELEPHONE CALLS FROM GIFFE THREE DAYS PRIOR TO OCTOBER FOUR
SEVENTYONE.

[REDACTED] INTERVIEWED SEPARATELY JANUARY EIGHTEEN
LAST AND ALTHOUGH COOPERATIVE, COMMENCED INTERVIEW BY STATING
THEY WANTED IT ON RECORD THAT THEY WERE NOT SYMPATHIC WITH FBI'S
MANNER OF HANDLING OF CAPTIONED MATTER. BOTH ADMITTED THAT THEY HAD

END PAGE ONE

REC-88

164-2042 314

57 JAN 24 1972

JAN 19 1972

6-1

PAGE TWO AQ (164-33)

NO INSIDE INFORMATION CONCERNING INVESTIGATION OTHER THAN WHAT THEY HAD READ IN LOCAL NEWSPAPERS AND ^WWITHOUT THE FULL FACTS ACTUALLY HAD NO REASON TO CRITICIZE.

BOTH CLAIMED TO HAVE KNOWN GIFFE AT NASHVILLE SINCE SIXTY THREE AND [REDACTED] WAS HIS SECRETARY AT PEABODY COLLEGE AND HIS REAL ESTATE FIRM ON OCCASIONS UNTIL APPROXIMATELY SIXTY SEVEN. SHE CLAIMS GIFFE HAS ENJOYED TELEPHONICALLY CONTACTING HER ON NUMEROUS OCCASIONS BUT HAS NEVER BEEN SUGGESTIVE AND DENIED ANY ROMANTIC INTEREST. GIFFE IN TELEPHONE CALLS TO [REDACTED] ON OCTOBER ONE SEVENTYONE GAVE NO INDICATIONS OF ANY PROBLEMS., [REDACTED] HAVE NOT SEEN GIFFE FOR APPROXIMATELY THREE YEARS AND HAVE NEVER MET SUBJECT [REDACTED]

b6
b7C

[REDACTED] CLAIMS SHORTLY AFTER OCTOBER FOUR SEVENTY ONE, HE WROTE LENGHTY LETTER TO DIRECTOR HOOVER EXPRESSING CONCERN OVER CASE. AQ INDICES NEGATIVE.

BUREAU REQUESTED TO DETERMINE IF LETTER FROM [REDACTED] RECEIVED AND FORWARD COPY OF SAME TO JACKSONVILLE.

FD THREE ZERO TWO'S REFLECTING INTERVIEWS FOLLOW BY AIRTEL TO JACKSONVILLE AND MEMPHIS.

END

RECD THREE

KPT FBI WASH

CLR

UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Callahan

DATE: 1/18/72

FROM :

SUBJECT: GEORGE MALLORY GIFFE, JR.,
AKA (DECEASED);

[REDACTED] AKA;

ET AL;

CRIME ABOARD AIRCRAFT - HIJACKING

AIR PIRACY; CARRYING CONCEALED WEAPON;

KIDNAPING

Tolson _____
Felt _____
Rosen _____
Mohr _____
Bishop _____
Miller, E.S. _____
Callahan _____
Casper _____
Conrad _____
Dalbey _____
Cleveland _____
Fonder _____
Hayes _____
Wickart _____
Walters _____
Soyars _____
Tele. Room _____
Holmes _____
Gandy _____

This case involves the hijacking of a private chartered plane from Nashville, Tennessee, to Jacksonville, Florida, on 10/4/71. Subject Giffe shot and killed his wife, the pilot, and himself. Subject [REDACTED] was arrested by Jacksonville Agents and is to be tried for his part in these activities.

As previously approved, on 1/10/72 [REDACTED] of Exhibits Section traveled to Jacksonville for the purpose of viewing the crime scene, analyzing available material and conferring with United States Attorney (USA) Jacksonville concerning trial exhibits.

On 1/11/72 [REDACTED] and case Agent [REDACTED] met with USA John Briggs and AUSA [REDACTED]. The following exhibits were requested for use in the criminal prosecution of subject [REDACTED]. It is probable duplicates of some or all of these exhibits will be used in any subsequent civil action.

1. Mount and cover with clear acetate overlay existing map of Southeast United States showing flight path of hijacked aircraft.
2. Front view drawing with overlay of hijacked aircraft.
3. Right side view drawing with overlay of hijacked aircraft.
4. Top view drawing with overlay of hijacked aircraft. This drawing will have cutaway showing interior of plane depicting seating arrangement.

15 JAN 20 1972

1 - General Investigative Division [REDACTED] (Sent Direct)

51 164-2042-315
EPA:ko
(3) 70

CONTINUED - OVER

Memorandum to Mr. Callahan
Re: GEORGE MALLORY GIFFE, JR.,
AKA (DECEASED)
CRIME ABOARD AIRCRAFT - HIJACKING
Bufile 164-2042

5. Aerial photograph of Jacksonville International Airport.
6. Aerial photograph of crime scene at Jacksonville International Airport.
7. Scale drawing of Jacksonville International Airport.
8. Scale drawing of crime scene area including control tower at Jacksonville International Airport.
9. Scale drawing of immediate crime scene area at Jacksonville International Airport. This drawing will have scale templates of aircraft and automobiles suitable for correct placement during testimony at trial.
10. Aerial photograph of Nashville Metropolitan Airport.
11. Aerial photograph of crime scene at Nashville Metropolitan Airport.
12. Scale drawing of Nashville Metropolitan Airport.
13. Scale drawing of crime scene area at Nashville Metropolitan Airport. This drawing will have scale templates of aircraft and automobiles suitable for correct placement during testimony at trial.
14. Enlargement and mounting of five photographs of hijacked aircraft and four photographs of Big Brother Hangar at Nashville.

took additional measurements at the crime scene and secured aerial photographs and scale drawings of the Jacksonville International Airport.

b6
b7C

Arrangements were also made to have the Oklahoma City Office obtain engineer drawings of the interior of the hijacked plane.

Memorandum to Mr. Callahan
Re: GEORGE MALLORY GIFFE, JR.,
AKA (DECEASED);
CRIME ABOARD AIRCRAFT - HIJACKING
Bufile 164-2042

On 1/12/72 [] traveled to Nashville, Tennessee, to view crime scene at Nashville Metropolitan Airport where scale drawings of the airport, floor plans of Big Brother Hangar, aerial photographs, and additional outdoor measurements were obtained. He also met with USA Charles Anderson at Nashville who had no additional requests for exhibits. b6 b7C

[] returned to Washington on 1/14/72.

Trial date has not been set but is thought to be in early March of this year.

RECOMMENDATION:

That this memorandum be routed through the General Investigative Division for concurrence in the preparation of the exhibits listed in this memorandum.

[Handwritten signatures and initials]
CUTB
/S
R

[Handwritten initials]

January 25, 1972

GENERAL INVESTIGATIVE DIVISION

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b7C

This concerns 10/4/71 hijacking of small aircraft wherein Giffe and one [redacted] participated. Giffe is deceased and [redacted] has been charged at Jacksonville, Florida, with violation of Federal Kidnaping Statute. A civil suit has been filed in U. S. District Court (USDC), Nashville, Tennessee, in connection with this incident. In this civil suit the plaintiffs' attorney has requested responses from Government personnel, including FBI Agents, which were prepared and filed by U. S. Attorney's (USA's) Office 12/17/71, in Middle District of Tennessee.

On 12/22/71, U. S. District Judge (USDJ) at Nashville ordered in camera inspection of the Government's responses and said should they be complete; they would be sealed and filed with the clerk of the court until such time as plaintiffs' attorney would be entitled to them. The question of when they would be entitled to the responses would depend primarily on the pendency of the Jacksonville criminal proceedings.

Attached sets forth that on 1/24/72 the responses were filed in USDC, Nashville, and were placed under seal in USDC clerk's vault pursuant to the 12/22/71 order. Further, USDC ordered copy of letter from Assistant Attorney General, Civil Division, which forwarded the responses to the court, be sent to plaintiffs' counsel. Further, the order stated the enclosure had not been opened by the court and it would remain in sealed condition until the court takes custody.

We are following this matter closely.

JFH:mcp

R

*CMB RJG
BS*

NR003 ME PLAIN

10:00 PM NITEL 1-24-72 DMB JAN 24 1972

TO DIRECTOR (164-2042)

JACKSONVILLE (164-103)

FROM MEMPHIS (164-76) (3P)

TELETYPE

CRIME ABOARD AIRCRAFT

GEORGE MALLORY GIFFE, JR. (DECEASED); ET AL; CAA -
HIJACKING; INTIMIDATION OF CREW MEMBERS; CARRYING A
CONCEALED WEAPON; KIDNAPPING; FICA. OO: JACKSONVILLE.
Federal Tort Claims Act

U. S. DISTRICT JUDGE

THIS DATE A LETTER DIRECTED TO USDCJ FRANK GRAY, JR.,
Middle District of Tennessee Assistant Attorney General
MDT, NASHVILLE, TENN., FROM L. PATRICK GRAY, III, AAG,
Tennessee

CIVIL DIVISION, DEPARTMENT OF JUSTICE, ATTACHING ANSWERS
TO INTERROGATORIES IN COMPLIANCE WITH COURT ORDER OF
DECEMBER TWENTY TWO, LAST, WAS FILED IN USDC CLERK'S OFFICE,
NASHVILLE. THE LETTER ATTACHES ELEVEN DOCUMENTS WHICH
CONTAIN LHM'S COMPLETED BY THE FBI AND MEMORANDUMS FROM
OFFICIALS OF FAA IN ACCORDANCE WITH THE COURT ORDER.

THIS DATE ORDER WAS ENTERED IN USDC, MDT, NASHVILLE,
BY USDCJ FRANK GRAY, JR., IN CIVIL ASPECTS THIS CASE WHICH

IN SUMMARY STATES THAT THE COURT WAS IN RECEIPT OF A
LETTER FROM L. PATRICK GRAY, THE THIRD, AAG, WHICH LETTER

END PAGE ONE

Mr. Tolson	
Mr. Felt	
Mr. Rosen	
Mr. Sullivan	
Mr. Tavel	
Mr. Trotter	
Mr. Tele. Rm.	
Mr. Holloman	
Miss Gandy	

b6
b7C

67 JAN 31 1972

ME 164-76

PAGE TWO

WILL BE MARKED FILED BY THE CLERK AND PLACED IN THE FILE. THE COURT ORDER STATED THAT IT WAS NOTED COPY OF THE LETTER WAS SENT TO ALL GOVERNMENT AGENCIES INVOLVED AND NO COPY WAS SENT TO THE COUNSEL FOR THE PLAINTIFFS AND THE ORDER STATES THE CLERK WILL SEND A COPY OF THE LETTER TO SUCH COUNSEL. THE ORDER FURTHER STATES THE ENCLOSURE TO THE LETTER HAS NOT YET BEEN OPENED BY THE COURT AND THE CLERK WILL LODGE THE ENCLOSURE IN ITS SEALED CONDITION UNTIL SUCH TIME AS THE COURT TAKES CUSTODY THEREOF FOR OPENING AND EXAMINATION IN ACCORDANCE WITH THE ORDER PREVIOUSLY ENTERED.

U. S. DISTRICT COURT

REVIEW OF THE FILE IN USDC CLERK'S OFFICE RE CIVIL ASPECTS THIS CASE INDICATE COPY OF JUDGE GRAY'S ORDER ENTERED THIS DATE WAS SENT TO [REDACTED]

b6
b7C

[REDACTED] ATTORNEYS FOR PLAINTIFFS. A NOTATION APPEARS ON THE FILE THAT THE ENCLOSURE TO L. PATRICK GRAY'S LETTER FILED THIS DATE USDC CLERK'S OFFICE WAS PLACED IN VAULT IN USDC CLERK'S OFFICE.

U. S. DISTRICT COURT

END PAGE TWO

ME 164-76

PAGE THREE

THE BUREAU AND JACKSONVILLE WILL BE PROMPTLY ADVISED
OF DEVELOPMENTS AS THEY OCCUR .P. END.

~~CORRECTION PAGE ONE LINE SEVEN EIGHTH WORD "MEMORANDUMS" &~~

RECD TWO

KPT FBI WASH

CLR

PLAINTEXT

1/26/72

TELETYPE

URGENT

1

b6
b7c

TO SACS MEMPHIS (164-76)
JACKSONVILLE (164-103)

FROM DIRECTOR FBI (164-2042)

GEORGE MALLORY GIFFE, JR. (DECEASED); ET AL.

CRIME ABOARD AIRCRAFT - HIJACKING. OO: JACKSONVILLE.

RE MEMPHIS TELETYPE JANUARY TWENTY-FIVE LAST.

HOLD INVESTIGATION IN ABEYANCE AS DECISION OF

USA NOT TO ADVISE U. S. DISTRICT JUDGE BEING DISCUSSED WITH
DEPARTMENT.

JFH:mcp
(3)

NOTE: See General Investigative Division note, 1/26/72, JFH:mcp,
attached to referenced teletype.

EX-102

Mr. Tolson _____
Mr. Felt _____
Mr. Rosen _____
Mr. Mohr _____
Mr. Bishop _____
Mr. Miller, E.S. _____
Mr. Callahan _____
Mr. Casper _____
Mr. Conrad _____
Mr. Dalbey _____
Mr. Cleveland _____
Mr. Ponder _____
Mr. Bates _____
Mr. Waikart _____
Mr. Walters _____
Mr. Soyars _____
Tele. Room _____
Miss Holmes _____
Miss Gandy _____

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

JAN 26 1972

TELETYPE

55 FEB 1 1972

MAIL ROOM ☐

TELETYPE UNIT ☒

REC-47.164-2042-311

19 JAN 26 1972

UNITED STATES GOVERNMENT

Memorandum

TO : DIRECTOR, FBI (164-2042)
ATTN: EXHIBITS SECTION

DATE: 1/25/72

FROM : SAC, MEMPHIS (164-76) - P -

SUBJECT: GEORGE MALLORY GIFFE, JR.
(DECEASED);
ET AL.
CAA - HIJACKING; INTIMIDATION
OF CREW MEMBERS; CARRYING A
CONCEALED WEAPON; KIDNAPPING; FTCA
(OO: Jacksonville)

Re Memphis nitel to Bureau and Jacksonville
1/14/72.

Transmitted herewith for the Bureau for use by Exhibits Section are 15 photographs and 15 negatives of those photographs showing views of Big Brother Aircraft, Inc., Nashville Metropolitan Airport, and two aerial photographs of Nashville Metropolitan Airport, Nashville, Tennessee.

Also transmitted to the Bureau under separate cover via registered mail for use by Exhibits Section is one grid map of Nashville Metropolitan Airport.

Enclosed for Jacksonville are 30 photographs (15 photographs per set) of Big Brother Aircraft, Inc., and two aerial photographs of Nashville Metro Airport.

Bureau note enclosed photographs were obtained for use by SA [redacted] Exhibits Section, for preparation of charts and exhibits to be utilized in criminal trial of this case in Jacksonville, Florida. Exhibits Section note negatives of aerial photographs are not available. Grid map of Nashville Metro Airport will be forwarded to Exhibits Section under separate cover. Officials at Nashville Metro Airport advised aerial photographs and grid map need not be returned to them.

- ③ - Bureau (Enc. 32)
- 1 - Package (Enc. 1) (RM)
- 2 - Jacksonville (164-103) (Enc. 32)
- 2 - Memphis

RAM:ca
(8)

54 FEB 3 1972

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

b6
b7C



ME 164-76

Jacksonville Division note two copies of each photograph are transmitted to be furnished the USA, MDF, Jacksonville, if desired.

January 26, 1972
GENERAL INVESTIGATIVE DIVISION

This concerns the 10/4/71, hijacking of a chartered aircraft from Nashville, Tennessee, to Jacksonville, Florida, wherein subject Giffe shot and killed his wife, the pilot, and then committed suicide. Criminal charges have been filed against Giffe's accomplice

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[redacted] at Jacksonville. A civil suit has been filed in U. S. District Court (USDC) Nashville, arising out of this incident.

Attached sets forth information received from Nashville newspaper reporter who furnished signed statement saying [redacted]

[redacted] or a representative offered \$25,000 to the copilot in order to influence his testimony re [redacted] U. S. Attorney (USA) Nashville, advised of the above and stated matter should be discussed with USA at Jacksonville who is handling the criminal case against [redacted]

USA, Jacksonville, advised he desired [redacted] be interviewed but not copilot. Upon completion of this interview would decide whether further investigation required. USA stated he did not wish U. S. District Judge, Jacksonville, contacted at this time in order to preclude furnishing of premature unsubstantiated facts which might cause judge to disqualify himself.

As facts indicate possible Obstruction of Justice violation and as we ordinarily do not proceed without the concurrence of the U. S. District Judge, we are discussing this matter with the Department. Memphis and Jacksonville have been instructed to hold investigation in abeyance pending results of discussion.

JFH/jak

RGS

AL

RIG

✓ 1/27/72 WBS

and
20A

RS

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

JAN 25 1972

TELETYPE

759

Mr. Tolson	
Mr. DeLoach	
Mr. Mohr	
Mr. Bishop	
Mr. Miller, ES	
Mr. Callahan	
Mr. Casper	
Mr. Conrad	
Mr. Dalbey	
Mr. Glavin	
Mr. Ladd	
Mr. Nichols	
Mr. Rosen	
Mr. Sullivan	
Mr. Tavel	
Mr. Trotter	
Tele. Room	
Miss Holmes	
Miss Gandy	

NR 07 ME PLAIN

2:40 PM URGENT 1-25-72 SDC

TO DIRECTOR (164-2042)

JACKSONVILLE (164-103)

FROM MEMPHIS (164-76)

GEORGE MALLORY GIFFE, JR., (DECEASED); ET AL. ^{Crime Aboard Aircraft} ~~CAA~~ - HIJACKING,
Office of Origin:
ETC. ~~OO~~ JACKSONVILLE.

b6
b7C

THIS DATE

NEWSPAPER REPORTER,

NASHVILLE, TENNESSEE, FURNISHED

INFORMATION TO FBI AT NASHVILLE, TENNESSEE, REGARDING STATEMENTS
MADE TO HIM BY

WAS INTERVIEWED AND SIGNED STATEMENT STATED ON
NOVEMBER FIFTEEN LAST A WOMAN IDENTIFYING HERSELF AS

TELEPHONICALLY CONTACTED HIM TO DISCUSS DISPLEASURE

SHE HAD REGARDING ARTICLES THAT HAD WRITTEN ABOUT
GEORGE M. GIFFE, JR. SAID IN SIGNED STATEMENT DURING

THIS CONVERSATION, THIS WOMAN, WHOSE NAME HE DOES NOT RECALL, TOLD HIM THAT OR REPRESENTATIVES OF

OFFERED TWENTY FIVE THOUSAND DOLLARS TO THE CO-PILOT
OF THE HIJACKED PLANE, NOT TO SAY ANYTHING IN COURT TO INCRIMINATE

END PAGE ONE

702 703K ME
1-26-72
5/11/71

6-Ph

PAGE THREE

ME 164-76

JACKSONVILLE IMMEDIATELY NOTIFY USA AND APPRISE HIM OF
STATEMENTS MADE BY [REDACTED] AND IF ADDITIONAL INVESTIGATION
DESIRED INSURE APPROPRIATE ^{U. S. District Court} ~~USDC~~ JUDGE IS FAVORABLE TOWARD
INVESTIGATION AND ADVISE MEMPHIS DIVISION. ^{Unless Advised to the Contrary by the Bureau,} ~~UACB~~ THE MEMPHIS
DIVISION WILL INTERVIEW [REDACTED]
AND CO-PILOT [REDACTED] IN ACCORDANCE WITH BUREAU INSTRUCTIONS
FOLLOWING RECEIPT OF INFORMATION FROM JACKSONVILLE DIVISION.
P. END.

MRF FBI WA DC

b6
b7C

PLAINTEXT

TELETYPE

NITEL 1 - Mr. Rosen
1 - Mr. Bates
1 - Mr. Gallagher

1-26-72

b6
b7c

TO: SACS, JACKSONVILLE (164-103)
MEMPHIS (164-76)

EX-102
FROM: DIRECTOR, FBI (164-2042) 320
REC-4

1 - [REDACTED]
1 - Mr. Dalbey

GEORGE MALLORY GIFFE, JR. (DECEASED); ET AL., CRIME ABOARD
AIRCRAFT - HIJACKING, 00: JACKSONVILLE.

RE JACKSONVILLE AND MEMPHIS TELS, JANUARY TWENTY FIVE LAST.

DEPARTMENT ADVISED HAVE NO OBJECTION TO PROCEEDING AS
SUGGESTED BY UNITED STATES ATTORNEY (USA), JACKSONVILLE.
CONSEQUENTLY, MEMPHIS CONDUCT REQUESTED INTERVIEW AND SUTEL
BUREAU AND JACKSONVILLE. JACKSONVILLE ADVISE USA RESULTS OF
INTERVIEW. SUTEL BUREAU IF FURTHER INVESTIGATION REQUESTED.

NOTE: See General Investigative Division Note, 1-26-72 (attached).
[REDACTED] Criminal Division of the Department, advised
his office has no objection to proceeding as desired by the USA
at Jacksonville. This is being confirmed in writing. Allegations
of possible obstruction of justice made and the U. S. Attorney
desires us to conduct one interview, furnish him results and then
he would make decision as to any further investigation required.
He said the U. S. District Judge at Jacksonville would not be
contacted now in order to preclude furnishing him unsubstantiated
data which could lead him to disqualify himself from handling case
later.

Mr. Tolson _____
Mr. Felt _____
Mr. Rosen _____
Mr. Mohr _____
Mr. Bishop _____
Mr. Miller, E.S. _____
Mr. Callahan _____
Mr. Casper _____
Mr. Conrad _____
Mr. Dalbey _____
Mr. Cleveland _____
Mr. Ponder _____
Mr. Bates _____
Mr. Waikart _____
Mr. Walters _____
Mr. Soyars _____
Tele. Room _____
Miss Holmes _____
Miss Gandy _____

JFH:jyl
(7)

MAIL ROOM ☐

TELETYPE UNIT ☐

Assistant Attorney General
Criminal Division

Director, FBI

January 27, 1972

1 - Mr. Rosen
1 - Mr. Bates
1 - Mr. Gallagher
1 - Mr. Felt
1 - Mr. Mohr
1 - Mr. Dalbey

1 - [REDACTED]

b6
b7C

OK
GEORGE MALLORY GIBBE, JR.
(DECEASED);

CRIME ABOARD AIRCRAFT -
HIJACKING

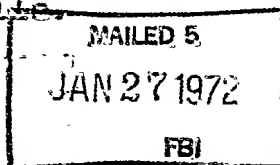
This is to confirm the January 26, 1972, conversation between [REDACTED] of your office and Special Agent [REDACTED] of this Bureau relative to the criminal charges presently outstanding against [REDACTED] at Jacksonville, Florida.

EX-102 *REC-60* *164-8044-321*
[REDACTED] was advised that on January 25, 1972, we obtained a signed statement from a Nashville, Tennessee, newspaper reporter wherein the reporter stated that [REDACTED]

W
[REDACTED] told him that [REDACTED] or representatives of [REDACTED] offered \$25,000 to [REDACTED] the co-pilot, in order to influence his possible testimony against [REDACTED]. The U. S. Attorney at Jacksonville was immediately contacted and he expressed his desire that [REDACTED] be interviewed relative to the above, however, no attempt should be made to interview [REDACTED] at this time. The U. S. Attorney advised that upon completion of the interview of [REDACTED] he would then make a decision as to any further investigation required. In addition, he advised that contact would not be made with the U. S. District Judge at Jacksonville handling the [REDACTED] case at this time in order to preclude the furnishing of premature, unsubstantiated data which might cause the Judge to disqualify himself from proceeding in this matter at a later date.

Mr. Tolson _____
Mr. Felt _____
Mr. Rosen _____
Mr. Mohr _____
Mr. Bishop _____
Mr. Miller, E.S. _____
Mr. Callahan _____
Mr. Casper _____
Mr. Conrad _____
Mr. Dalbey _____
Mr. Cleveland _____
Mr. Ponder _____
Mr. Bates _____
Mr. Waikart _____
Mr. Walters _____
Mr. Soyars _____
Tele. Room _____
Miss Holmes _____
Miss Gandy _____

[REDACTED] advised that his office had no objection to proceeding in the manner desired by the U. S. Attorney at Jacksonville.



19 JAN 28 1972
SEE NOTE PAGE TWO
WMS *R*

MAIL ROOM ☐ TELETYPE UNIT ☐

Assistant Attorney General
Criminal Division
Re: George Mallory Giffe, Jr.

NOTE:

This concerns the 10/4/71 hijacking by Giffe (deceased) and [] which resulted in Giffe committing suicide after killing his wife and the pilot at Jacksonville. [] has been charged with Aircraft Piracy and Kidnaping there. On 1/25/72 our Memphis Office reported a possible obstruction of justice matter saying that information had been received indicating [] or representatives of [] had attempted to influence a witness' testimony. The U. S. Attorney at Jacksonville was advised, requested one interview and said he was not advising the U. S. District Judge handling the matter at this time. As we ordinarily do not proceed with this type of investigation without the concurrence of the U. S. District Judge we discussed the U. S. Attorney's position with the Department. The Department has advised that there is no objection to proceeding as the U. S. Attorney desires and we are confirming this in writing.

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b7C

PLAINTEXT

TELETYPE

URGENT

TO SACS MEMPHIS (164-76)
JACKSONVILLE (164-103)

1/28/72

1 -

b6
b7c

FROM DIRECTOR FBI (164-2042)

GEORGE MALLORY GIFFE, JR., (DECEASED); ET AL., CAA DASH
HIJACKING, ETC. OO: JACKSONVILLE.

RE JACKSONVILLE TELETYPE INSTANT.

DEPARTMENT ADVISES INTERVIEWS SHOULD BE CONDUCTED.

MEMPHIS, UPON COMPLETION OF INTERVIEWS, SUTEL JACKSONVILLE
AND BUREAU RESULTS.

JFH:ghg
(3)

NOTE: See General Investigative Division note 1/28/72, JFH:ghg,
attached to referenced communication.

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

FEB 28 1972

TELETYPE

FEB 7 1972

MAIL ROOM ☐

TELETYPE UNIT ☐

REC-20

FEB 1 1972

164-2042-322

SD/GCM

RIS GMS

amp
RIS

Jh

✓
WBS

Don

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

JAN 25 1972

TELETYPE

Mr. Tolson	_____
Mr. Felt	_____
Mr. Rosen	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Miller, ES	_____
Mr. Callahan	_____
Mr. Casper	_____
Mr. Conrad	_____
Mr. Dalbey	_____
Mr. Cleveland	_____
Mr. Fender	_____
Mr. Bates	B-RP
Mr. Walters	_____
Mr. Webb	_____
Mr. Egan	_____
Mr. Gurnea	_____
Mr. Harbo	_____
Mr. Hines	_____
Miss Gandy	_____

NR011 JK PLAIN

601PM URGENT 1-25-72 HER

TO DIRECTOR (164-2042)

MEMPHIS (164-76)

FROM JACKSONVILLE (164-103) TWO PAGES

GEORGE MALLORY GIFFE, JR., (DECEASED) ; ET AL; CAA-HIJACKING, ETC.

OO: JACKSONVILLE.

RE MEMPHIS TEL BUREAU AND JACKSONVILLE TODAY.

USA JOHN L. BRIGGS, MDF, JACKSONVILLE, CONTACTED TODAY AND
FURNISHED DETAILS OF ABOVE RE TEL. AUSA [REDACTED] PRESENT.

BRIGGS STATED THAT HE DESIRED [REDACTED] BE IDENTIFIED
LOCATED, AND INTERVIEWED CONCERNING ALLEGED STATEMENTS MADE BY HER TO
[REDACTED] NEWSPAPER REPORTER, NASHVILLE, TENNESSEE. NO
ATTEMPT SHOULD BE MADE TO INTERVIEW [REDACTED] CONCERNING ALLEGATIONS
MADE BY [REDACTED]

UPON COMPLETION OF INTERVIEW WITH [REDACTED] RESULTS WILL
BE PROMPTLY FURNISHED TO BUREAU AND JACKSONVILLE SO THAT USA BRIGGS
CAN MAKE DECISION AS TO FURTHER INVESTIGATION REQUIRED. **REC-35** **164-2042-323**

END PAGE ONE

20 FEB 1 1972

54 FEB 7 1972

6-Ph

PAGE TWO

BRIGGS FURTHER STATED THAT CONTACT NOT BEING MADE WITH U S
DISTRICT JUDGE, JACKSONVILLE AT THIS TIME IN ORDER TO PRECLUDE THE
FURNISHING OF PREMATURE UNSUBSTANTIATED FACTS WHICH MIGHT CAUSE THE
JUDGE TO DISQUALIFY HIMSELF FROM PROCEEDINGS IN THIS MATTER AT A
LATER DATE.

END

MR F FBI WA DC

ACK FOR NRS 5 11

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

JAN 31 1972

TELETYPE

NR 04 ME PLAIN

8:50 NITEL 1-31-72 SDC

TO DIRECTOR (164-2042)

JACKSONVILLE (164-103)

FROM MEMPHIS (164-76) (2P)

Mr. Tolson	
Mr. Felt	
Mr. Rosen	
Mr. Mohr	
Mr. Bishop	
Mr. Casper	
Mr. Callahan	
Mr. Conrad	
Mr. DeLoach	
Mr. Evans	
Mr. Gale	
Mr. Rosen	
Mr. Sullivan	
Mr. Tavel	
Mr. Trotter	
Tele. Room	
Miss Holmes	b6
Miss Gandy	b7C

GEORGE MALLORY GIFFE, JR., (DECEASED); ET AL., CAA -
HIJACKING, ETC. 00: JACKSONVILLE.

RE BUTEL TO MEMPHIS AND JACKSONVILLE JAN. TWENTYEIGHT,
LAST.

INVESTIGATION AT NASHVILLE TO LOCATE [REDACTED] AT
NASHVILLE, TENN., JAN. TWENTYNINE, LAST, NEGATIVE.

THIS DATE, IT WAS LEARNED [REDACTED] RECENTLY LEFT
NASHVILLE TO VISIT [REDACTED] FOR SIX WEEKS IN MORRISTOWN,
TENN.

THIS DATE, [REDACTED]

[REDACTED] STATED [REDACTED]

IS

VISITING [REDACTED] IN MORRISTOWN, TENN., TO
REGUPERATE FROM BROKEN KNEE. [REDACTED] STATED [REDACTED]
RESIDES ON [REDACTED]

THIS DATE, INFORMATION OPERATOR, SOUTH CENTRAL BELL
TELEPHONE CO., ADVISED [REDACTED] RESIDES AT [REDACTED]

[REDACTED] AND SAID THIS IS ONLY LISTING FOR

ON [REDACTED]

END PAGE ONE
51 FEB 7 1972

6-8

PAGE TWO

ME 164-76

THE MEMPHIS DIVISION, BY SEPARATE COMMUNICATION, WILL
SUPPLY KNOXVILLE DIVISION WITH BACKGROUND INFORMATION IN THIS
MATTER SETTING FORTH LEAD TO INTERVIEW [REDACTED] PER BUREAU
INSTRUCTIONS. UPON RECEIPT RESULTS OF INTERVIEW, [REDACTED]
WILL BE INTERVIEW^{ed}_A IN NASHVILLE AND RESULTS PROMPTLY FURNISHED
BUREAU AND JACKSONVILLE.

b6
b7C

P. END.

NR003 ME PLAIN

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

3:40 PM NITEL 1-27-72 DMB

TO DIRECTOR (164-2042)

JAN 27 1972
TELETYPE

JACKSONVILLE (164-103)

FROM MEMPHIS (164-76) (2P)

o/yd
O
GEORGE MALLORY GIFFE, JR. (DECEASED);

ET AL. CAA - HIJACKING, ETC. OO: JACKSONVILLE.

RE BUREAU TELETYPE TO JACKSONVILLE AND MEMPHIS JANUARY TWENTYSIX, LAST, AND JACKSONVILLE TELETYPE TO MEMPHIS AND BUREAU JANUARY TWENTYFIVE, LAST.

THIS DATE, [REDACTED]

[REDACTED] INTERVIEWED BY BUREAU

AGENTS. [REDACTED]

IS [REDACTED]

[REDACTED] SUPPLIED SUBSTANTIALLY SAME INFORMATION

THAT [REDACTED]

[REDACTED] ON OCTOBER FOUR, LAST, IN P.M., [REDACTED] HOURS, [REDACTED]

[REDACTED] TOLD THEM THAT [REDACTED] HAD THE NERVE TO OFFER [REDACTED]

[REDACTED] TWENTYFIVE THOUSAND DOLLARS EACH FOR BRENT'S LIFE."

[REDACTED] TOLD [REDACTED] THAT APPARENTLY [REDACTED]

[REDACTED] CO-PILOT OF HIJACKED PLANE, HAD RECEIVED SOME TYPE OF

NOTE OR MESSAGE FROM [REDACTED] OR SOMEONE ON HIS BEHALF THAT

END PAGE ONE

51 FEB 7 1972

SEARCHED _____
SERIALIZED _____
INDEXED _____
FILED _____
JAN 27 1972
FBI - JACKSONVILLE
b6
b7C

cc [REDACTED]

2

EX-104

REC-32

164-2042-325

FEB 1 1972

6-T

ME 164-76

PAGE TWO

TWENTYFIVE THOUSAND DOLLARS EACH WOULD BE GIVEN TO THEM IF THEY WOULD DROP CHARGES. [REDACTED] STATED THAT THE NOTE OR MESSAGE, ACCORDING TO [REDACTED] WAS DELIVERED TO [REDACTED] AFTER THE TERMINATION OF HIJACKING AT JACKSONVILLE. [REDACTED]

b6
b7C

[REDACTED] SAID THAT [REDACTED] TOLD THEM THAT [REDACTED] TOLD HER ABOUT THIS SOME TIME IN AFTERNOON HOURS OF OCTOBER FOUR, LAST, WHILE SHE WAS IN JACKSONVILLE, FLORIDA.

JACKSONVILLE PROMPTLY FURNISH USA WITH RESULTS THIS INTERVIEW FOR DETERMINATION AS TO WHAT ACTION TO BE TAKEN AND SUTEL BUREAU AND MEMPHIS OF ADDITIONAL REQUESTED INVESTIGATION.

MEMPHIS HOLDING OTHER INVESTIGATION IN ABEYANCE PENDING INSTRUCTIONS FROM BUREAU.

P. END.

~~THAT GOOD ANY MORE GA~~

January , 1972

GENERAL INVESTIGATIVE DIVISION

b6
b7c

This concerns the 10/4/71 hijacking which terminated at Jacksonville, Florida, when subject Giffe shot and killed his wife, the pilot and then committed suicide. Criminal charges have been filed against his accomplice, [redacted] at Jacksonville.

Subsequently a Nashville, Tennessee, newspaper man furnished signed statement saying [redacted] told him that [redacted] or a representative offered \$25,000 to the co-pilot* in order to influence his possible testimony against [redacted]. The U. S. Attorney advised he wanted [redacted] interviewed.

Attached sets forth interview of [redacted] who indicated their information was based on statements made by [redacted] as related to her by the co-pilot. In view of this the U. S. Attorney's Office and Jacksonville Office feel that what [redacted] was referring to were statements made by Giffe and [redacted] to pilot and the co-pilot aboard hijacked aircraft to the effect that when all was done each would receive \$25,000 apiece. This was mentioned in signed statement given to us by co-pilot. The U. S. Attorney's Office now desires interview of co-pilot and [redacted] in an effort to resolve matter. The Department has been contacted and concurs with this action. Memphis has been advised to conduct the desired interviews and advise U. S. Attorney, Jacksonville, and Bureau. We are confirming our conversation with the Department in writing.

JFH:ghg

SD/GCM

COPY SENT TO MR. TOLSON

R

WBS

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

Mr. Tolson ☒
Mr. Felt ☒
Mr. Rogers ☒
Mr. Mohr ☒
Mr. Bishop ☒
Mr. Miller, ES ☒
Mr. Callahan ☒
Mr. Casper ☒
Mr. Conrad ☒
Mr. Dalbey ☒
Mr. Cleveland ☒
Mr. Fender ☒
Mr. Bates ☒
Mr. Warkent ☒
Mr. Walters ☒
Mr. Soyars ☒
Tele. Room ☒
Miss Holmes ☒
Miss Gandy ☒

NR001 JK PLAIN

11:40 AM URGENT 1-28-72 CRE

TELETYPE

TO DIRECTOR (164-2042)

MEMPHIS (164-76)

FROM JACKSONVILLE (164-103) 2P

GEORGE MALLORY GIFFE, JR., (DECEASED); ~~ET AL~~ ^{AND OTHERS} CRIME ABOARD AIRCRAFT
ETC; ^{OFFICE OF ORIGIN} OO: JACKSONVILLE.

RE MEMPHIS TEL, JANUARY TWO SEVEN LAST.

TODAY RESULTS OF INTERVIEW WITH [REDACTED]

MADE AVAILABLE TO USA, UNITED STATES ATTORNEY

JACKSONVILLE. USA'S OFFICE AND JACKSONVILLE AFTER REVIEW OF THE
STATEMENT BY [REDACTED] BELIEVE THAT THE INCIDENT
INVOLVING THE PAYMENT OF TWENTYFIVE THOUSAND DOLLARS TO BOTH

[REDACTED] IS THE SAME INCIDENT AS SET FORTH IN THE SIGNED
STATEMENT OF [REDACTED] AS IT APPEARS ON PAGE SIX ^{ONE} ~~FOUR~~ OF

MEMPHIS REPORT OF SA [REDACTED] DATED OCTOBER FOURTEEN,
SEVENTYONE. HOWEVER, IN VIEW OF THE FACT THAT [REDACTED]

INDICATE THAT THEIR INFORMATION ^{EX 102} WAS BASED ON STATEMENTS MADE
BY [REDACTED] AS RELATED TO HER BY [REDACTED]

SHOULD BE CONTACTED FOR FURTHER CLARIFICATION OF THE INFORMATION
FURNISHED TO HER AND THEREAFTER [REDACTED] SHOULD BE INTERVIEWED

TO INSURE THAT THE STATEMENT CONCERNING THE PAYMENT OF TWENTYFIVE

END PAGE ONE

58 FEB 3 - 1972

FEB 28 1972 DIRECTOR

PAGE TWO

JK 164-103

THOUSAND DOLLARS WAS IN FACT MADE ABOARD THE AIRCRAFT WHILE IT WAS IN FLIGHT AND NOT AN ADDITIONAL OFFER WHICH WAS MADE AT A SUBSEQUENT TIME AT JACKSONVILLE, FLORIDA, ON OCTOBER FOUR, SEVENTY ONE.

THE BUREAU IS REQUESTED TO REVIEW THE PROPOSAL FOR THE ABOVE INDICATED INTERVIEWS OF [REDACTED] AND, IF , AFTER CONSULTATION WITH JUSTICE DEPARTMENT OFFICIALS, ADVISE MEMPHIS TO PROCEED WITH SUCH INTERVIEWS.

b6
b7C

MEMPHIS IF ABOVE INTERVIEWS APPROVED AND DIRECTED BY BUREAU, SHOULD PROMPTLY FURNISH RESULTS TO BUREAU AND JACKSONVILLE UPON COMPLETION.

END

JRM FBI WASH DC CLR

CC-MR. BATES

FEB 1 1972

TELETYPE

6452/1/72 NITEL ~~TLF~~

ST TO DIRECTOR (164-2042)
MEMPHIS (164-76)
CJ FROM JACKSONVILLE (164-103)

Mr. Tolson _____
Mr. Bell _____
Mr. Boardman _____
Mr. Nichols _____
Mr. Belmont _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Harbo _____
Mr. Mohr _____
Mr. Winterrowd _____
Tele. Room _____
Mr. Holloman _____
Miss Gandy _____

b6
b7C

GEORGE MALLORY GIFFE, AKA, (DECEASED); [REDACTED] AKA,
ET AL. CAA - HIJACKING, ETC. OO:JK

UPON COMPLETION OF THE ABOVE ANSWERS AND REVIEW BY USA, JACKSON-
VILLE, SA [REDACTED] WILL PREPARE SUPPLEMENTAL AFFADAVIT
AS DIRECTED IN AFFIDAVIT OF DEPARTMENTAL ATTORNEY [REDACTED]
ON DECEMBER SIXTEEN, LAST. *EX-104* *REC-35* *164-2042-329*

ORIGINAL AND COPIES OF THE ABOVE ANSWERS AND AFFIDAVIT WILL BE
15 FEB 3 1947
FORWARDED TO THE BUREAU FOR TRANSMISSION TO DEPARTMENTAL ATTORNEY.

AND SUBSEQUENT FILING IN USDC, MDT, AT NASHVILLE.

END- 01 FEB 8 1972

END

F B I

Date: 1-28-72

Transmit the following in _____
(Type in plaintext or code)Via AIRTEL AIRMAIL
(Priority)

TO: DIRECTOR, FBI (164-2042)
FROM: SAC, JACKSONVILLE (164-103) (P)
SUBJECT: GEORGE MALLORY GIFFE, JR., aka (Deceased);
[redacted] aka;
ET AL
CAA - HIJACKING, ETC.
(OO: JK)

b6
b7C

Re Jacksonville report of SA [redacted]
[redacted] dated 1-18-72.

Enclosed for the Bureau are eight copies each of revised Pages 160 and 161 of the above referenced report which have been amended after recent contact with Exhibit Section of Bureau.

Enclosed for Memphis are four copies each of the above revised pages. Memphis at Nashville will insure that USA's copy of referenced report is corrected.

Jacksonville has furnished revised pages to USA's Office and has made corrections in field office copies.

- ② - Bureau (Enc. - 16)
2 - Memphis (164-73) (Enc. - 8)
2 - Jacksonville
FAB-tfr
(6)

ENCLOSURE

*Pages have been
amended in
Criminal Section
6.*

JFH 2/4/72

164-2042-

NOT RECORDED
6 FEB 2 1972

SIX
COMPLETION

Approved: *[Signature]* 1972
Special Agent in Charge

Sent _____ M Per _____

FEDERAL BUREAU OF INVESTIGATION

Date of transcription January 13, 1972

On January 11, 1972, the following measurements were taken by Special Agents [redacted] and Visual Information Specialist [redacted] in the vicinity of the General Aviation Terminal and Jacksonville International Airport, Jacksonville, Florida:

b6
b7c

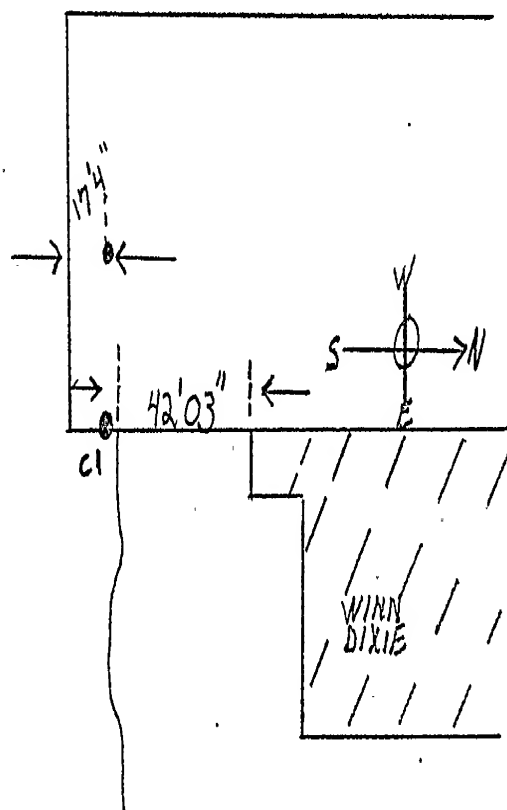
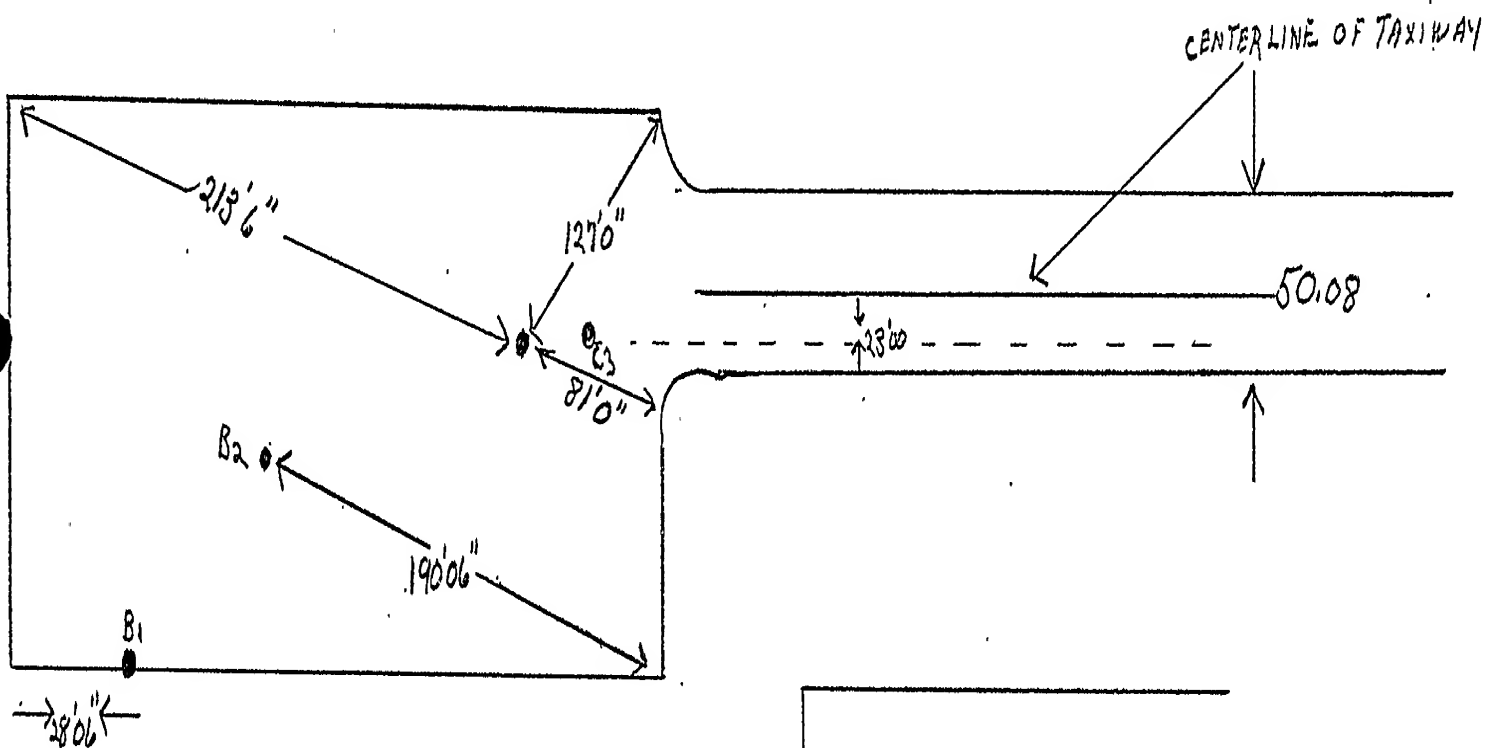
- 1) Measurements taken from the right wheel position of the aircraft to:

Southwest corner of GA Parking Area - 213' 06"
Northwest corner of GA Parking Area - 127' 00"
- 2) Measurement taken from second position of [redacted] auto (B2) to Northeast corner of GA Parking Area - 190' 06"
- 3) Width of GA-1 taxiway (running north and south) - 50' 08"
- 4) Position of [redacted] auto (C3) located on direct projected line running parallel to and 23' 00" east of center line of GA-1 taxiway.
- 5) Right wheel position of aircraft located 81' 00" south of north side of General Aviation Parking Area
- 6) Measurement from first position of [redacted] auto (B1) to southeast corner of General Aviation Parking Area - 28' 06"
- 7) Measurement from first position of [redacted] auto (C1) to southwest corner of Winn Dixie hangar - 42' 03"
- 8) Measurement from second position of [redacted] auto (C2) to edge of grass area directly south of auto - 17' 04"

A general sketch of the above measurements is attached hereto:

Interviewed on 1/11/72 at Jacksonville, Fla. File # JK 164-103

by SA [redacted] SA [redacted] -ppb Date dictated 1/12/72



NOT TO SCALE

161

161

161

Assistant Attorney General
Criminal Division

January 31, 1972

Director, FBI

1 - [REDACTED]

b6
b7C

GEORGE MALLORY GIFFE, JR.,
(DECEASED); [REDACTED]

CRIME ABOARD AIRCRAFT -
HIJACKING

This is to confirm the January 28, 1972,
conversation between [REDACTED] of your office
and Special Agent [REDACTED] of this Bureau
relative to the criminal charges presently outstanding
against [REDACTED] at Jacksonville, Florida.

[REDACTED] will recall that on January 26, 1972,
he was advised that we had received information indicating
that possibly [REDACTED] or representatives of [REDACTED]
[REDACTED] offered \$25,000 to [REDACTED] the co-pilot of the
hijacked aircraft, in order to influence his later testimony
against [REDACTED] The U. S. Attorney at Jacksonville
indicated that he wanted [REDACTED]
interviewed relative to this. [REDACTED] was advised that
on January 28, 1972, [REDACTED] was interviewed and it was
determined that her remarks were based on statements made
by [REDACTED] as related to her by the
co-pilot. Further, it would appear that what [REDACTED]
[REDACTED] was referring to were statements
made by Giffe and [REDACTED] to the deceased pilot and the
co-pilot aboard the hijacked aircraft to the effect that
when all was done each would receive \$25,000 apiece.

REC-2

328

7 FEB 3 1972

This was brought to the attention of the
U. S. Attorney at Jacksonville, who advised he wanted [REDACTED]
[REDACTED] and the co-pilot interviewed
in order to fully resolve the allegation. [REDACTED]
advised that his office concurred with this course of action.

Mr. Tolson _____
Mr. Felt _____
Mr. Rosen _____
Mr. Mohr _____
Mr. Bishop _____
Mr. Miller, E.S. _____
Mr. Callahan _____
Mr. Casper _____
Mr. Conrad _____
Mr. Dalbey _____
Mr. Cleveland _____
Mr. Ponder _____
Mr. Bates _____
Mr. Waikart _____
Mr. Walters _____
Mr. Soyars _____
Tele. Room _____
Miss Holmes _____
Miss Gandy _____

54 FEB 3 1972
(4)

SEE NOTE PAGE TWO

MAIL ROOM ☐ TELETYPE UNIT ☐

Assistant Attorney General
Criminal Division
Re: George Mallory Giffe, Jr., (Deceased)

NOTE:

We previously received information indicating a possible obstruction of justice violation tied to the present outstanding criminal charges against [REDACTED]. We are attempting to resolve whether [REDACTED] or one of his representatives offered \$25,000 to the co-pilot in order to influence his testimony. It would appear that what [REDACTED] the co-pilot, was referring to was statement made to him while Giffe and [REDACTED] were in control of the aircraft. We are conducting interviews desired by the U. S. Attorney at Jacksonville with the concurrence of the Department to resolve. We are going on record with the Department through the vehicle of this letter.

b6
b7C

F B I

Date: 1/28/72

Transmit the following in _____
(Type in plaintext or code)Via AIRTEL AIRMAIL
(Priority)

TO: DIRECTOR, FBI (164-2402)
(Attention: Exhibit Section)

FROM: SAC, JACKSONVILLE (164-103) (P)

SUBJECT: GEORGE MALLORY GIFFE, JR., aka
(Deceased):
[redacted] aka;
ET AL
CAA - HIJACKING, ETC.
(OO: JK)

b6
b7c

Re Oklahoma City airtel to Jacksonville 1/14/72,
and Jacksonville telcal to Bureau, 1/28/72.

Enclosed for the Bureau and Oklahoma City are two
copies each of a sketch of Hawk Commander N9058N and
questions consisting of two pages. This sketch reflects
the seating arrangements and other facilities of this
aircraft and was prepared from a sketch prepared by SA [redacted]
[redacted] of the Jacksonville Office on 10/4/71.

A review of the engineer drawings submitted by
Oklahoma City, obtained from [redacted] Engineer, North
American Rockwell, although adequate in some respects,
do not provide the measurements required by the Exhibit Section
to prepare the necessary chart for presentation in Court.

LEADS:

OKLAHOMA CITYAT OKLAHOMA CITY, OKLAHOMA

1. Will recontact [redacted] Engineer, North
American Rockwell, and make available the above sketch and
list of questions requesting that such measurements be
furnished.

- ② - Bureau (Enc. 6)
2 - Oklahoma City (164-54) (Enc. 6)
2 - Jacksonville

FAB-tch

Approved: [redacted] Special Agent in Charge

Sent _____ M Per _____

JK 164-103

2. Upon completion of the above requirements, they should be forwarded to origin by FD-302.

3. Will contact FAA Specialist and obtain all Certified Copies of Weather Conditions forwarded to Oklahoma City by origin. These copies should be returned to Jacksonville for return to the Exhibit Section of the case file.

b6
b7C

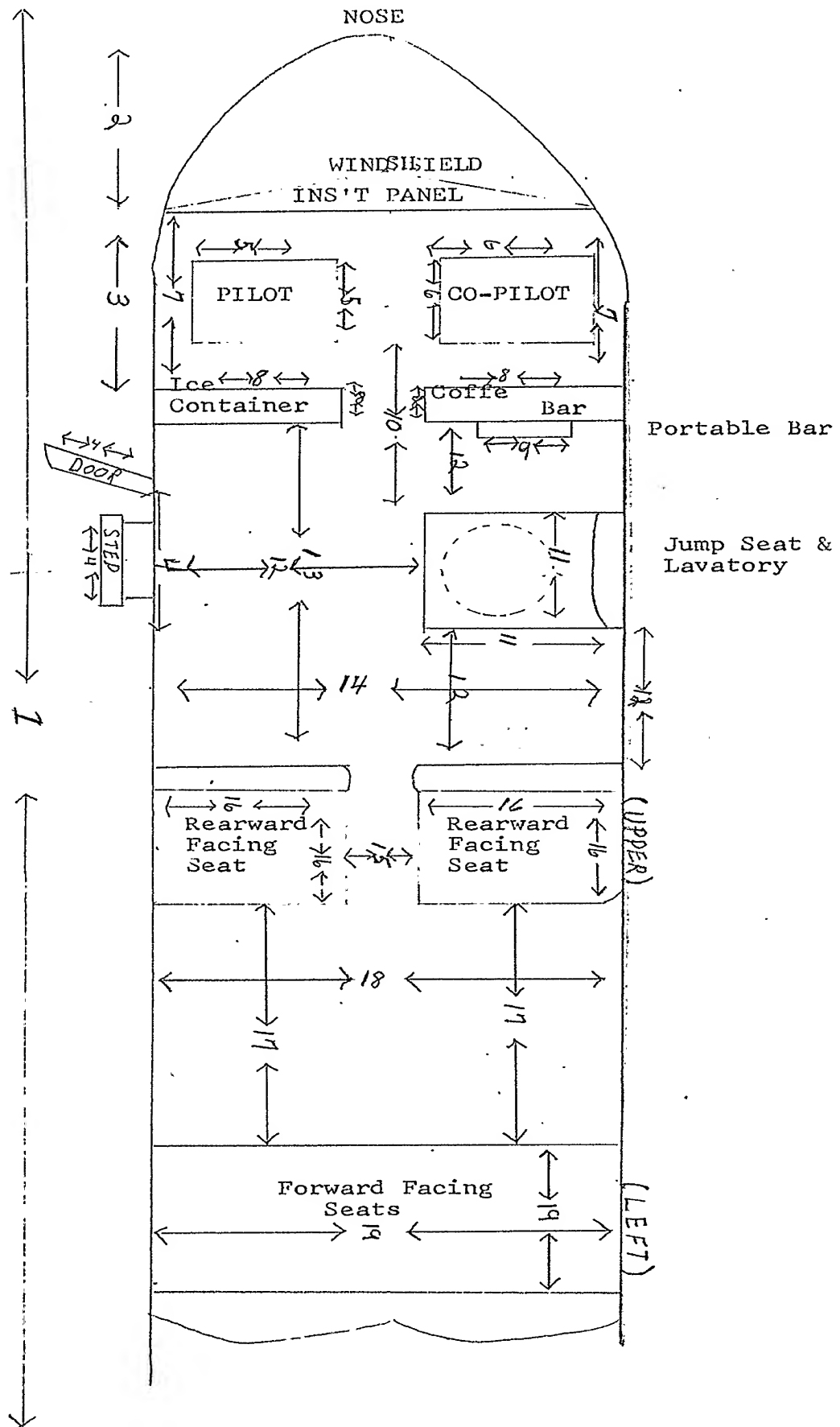
Enc. To: BUREAU File 164-2402

From: JK File 164-103 Bufile 164-2402

& Desc. of enc: 2 sketches of Hawk Commander &
~~consisting of~~ two pages of questions

Re: GEORGE MALLORY GIFFE, JR., aka

164-2042-329
ENCLOSURE



Prepared by
SA 1128/72

b6
b7C

REQUESTED MEASUREMENTS FOR
HAWK COMMANDER
STANDARD SEATING
PLAN "A"

- 1 - Overall length of aircraft from nose to rear of forward facing passenger seats. _____
2. Distance between nose of aircraft and instrument panel. _____
3. Distance between instrument panel and rear of flight deck. _____
4. Width of doorway together with door measurements and that of step. _____
5. Length, Width and Height of Pilot's seat. _____
6. Length, Width and Height of Co-Pilot's seat. _____
7. Distances involved in placement of Pilot's and Co-Pilot's seats with relation to instrument panel and Ice Container and Coffee Bar to their respective rears _____
8. Length, Width and Height of Ice Container and Coffee Bar _____
9. Dimensions of Portable Bar behind Coffee Bar _____
10. Distance between rear of Co-Pilot's seat and Jump Seat (Lavatory) _____
11. Length, Width and Height of Jump Seat (Lavatory) _____
12. Distance between Jump Seat (Lavatory) and Coffee Bar, Rear of Rearward Facing Seat and far side of cabin _____
13. Distance between rear of Ice Container and Rearward facing seat. _____
14. Measurement across cabin area _____
15. Distance between rearward facing seats _____
16. Length, Width and Height of rearward facing seats _____
17. Distance between both rearward facing seats and forward facing seats. _____

18. Distance across cabin between rearward facing seats and forward facing seats
19. Length, Width and Height of forward facing seat.
20. If possible, determine distance between rearward facing seat designated as "UPPER" and Flight Deck
21. Distance between portion of forward facing seat designated as "LEFT" and Flight Deck
22. It is further requested that the location of windows in the cabin area as well as the positions where the wings would be in relation to the cabin be indicated.

F B I

Date: 1/31/72

Transmit the following in _____
(Type in plaintext or code)Via NITEL _____
(Priority)TO: BUREAU (164-2042) (MAIL)
SAC, KNOXVILLE

FROM: MEMPHIS (164-76) (P)

GEORGE MALLORY GIFFE, JR., (DECEASED); ET AL, CAA -
HIJACKING, ETC. OO: JACKSONVILLE.

RE MEMPHIS NITEL TO BUREAU AND JACKSONVILLE THIS DATE.

KNOXVILLE DIVISION HAS PREVIOUSLY BEEN SUPPLIED BACKGROUND
INFORMATION IN THIS CASE.

FOR INFORMATION OF KNOXVILLE, ON JAN. TWENTYFIVE, LAST,

[REDACTED] NEWSPAPER REPORTER, [REDACTED]

[REDACTED] FURNISHED INFORMATION TO FBI

AT NASHVILLE REGARDING STATEMENTS MADE TO HIM BY [REDACTED]

[REDACTED] WAS INTERVIEWED AND SIGNED STATEMENT STATING ON

NOV. FIFTEEN, LAST, A WOMAN IDENTIFYING HERSELF AS [REDACTED]

[REDACTED] TELEPHONICALLY CONTACTED HIM TO DISCUSS DISPLEASURE

SHE HAD REGARDING ARTICLES THAT [REDACTED] HAD WRITTEN ABOUT

GEORGE M. GIFFE, JR. [REDACTED] SAID IN SIGNED STATEMENT DURING

THIS CONVERSATION THIS WOMAN, WHOSE NAME HE DOES NOT RECALL,

TOLD HIM THAT [REDACTED] OR REPRESENTATIVES OF [REDACTED]

1 - Jacksonville (164-103) (AM)

RAM: (3)

Approved: [Signature]
Special Agent in Charge

EX-103

16 FEB 3 1972

M Per [Signature]

F B I

Date:

Transmit the following in _____
(Type in plaintext or code)Via _____
(Priority)

PAGE TWO

ME 164-76

[] OFFERED TWENTYFIVE THOUSAND DOLLARS TO []
THE CO-PILOT OF HIJACKED PLANE, NOT TO SAY ANYTHING IN COURT
TO INCRIMINATE [] SAID THAT THIS WOMAN TOLD HIM
THIS OCCURRED SOMETIME AFTER [] HAD RETURNED TO NASHVILLE,
TENN., FROM JACKSONVILLE. [] SAID HE ASKED THIS WOMAN
IF SHE HAD REPORTED THIS TO THE FBI AND SHE SAID SHE DID NOT.

b6
b7C

FOLLOWING THE INTERVIEW, USA BRIGGS, JACKSONVILLE, REQUESTED
[] TO BE INTERVIEWED.

ON JAN. TWENTYSIX, LAST, BUREAU, AFTER CONFERENCE WITH
DEPARTMENT, AUTHORIZED INTERVIEW OF []

ON JAN. TWENTYSEVEN, LAST, []

[] INTERVIEWED BY
BUREAU AGENTS. []

[]
[] SUPPLIED SUBSTANTIALLY SAME INFORMATION.
THAT []

[]
[] TOLD THEM THAT [] HAD THE NERVE TO OFFER []
[] TWENTYFIVE THOUSAND DOLLARS EACH FOR BRENT'S LIFE."
[] TOLD [] THAT APPARENTLY []

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

F B I

Date:

Transmit the following in _____
(Type in plaintext or code)Via _____
(Priority)

PAGE THREE

ME 164-76

CO-PILOT OF HIJACKED PLANE, HAD RECEIVED SOME TYPE OF NOTE OR MESSAGE FROM [] OR SOMEONE ON HIS BEHALF THAT TWENTYFIVE THOUSAND DOLLARS EACH WOULD BE GIVEN TO THEM IF THEY WOULD DROP CHARGES. [] STATED THE NOTE OR MESSAGE, ACCORDING TO [] WAS DELIVERED TO [] AFTER THE TERMINATION OF HIJACKING AT JACKSONVILLE. [] SAID THAT [] TOLD THEM [] TOLD HER ABOUT THIS SOME TIME IN AFTERNOON HOURS OF OCT. FOUR, LAST, WHILE SHE WAS IN JACKSONVILLE, FLA.

FOLLOWING THIS INTERVIEW, BUREAU, AFTER CONSULTATION WITH DEPARTMENT, AND USA, ADVISED THAT IN VIEW OF FACT [] INDICATE THEIR INFORMATION WAS BASED ON STATEMENTS MADE BY [] AS RELATED TO HER BY [] SHOULD BE CONTACTED FOR FURTHER CLARIFICATION OF THE INFORMATION FURNISHED TO HER AND THEREAFTER [] SHOULD BE INTERVIEWED TO INSURE THAT THE STATEMENT CONCERNING THE PAYMENT OF TWENTYFIVE THOUSAND DOLLARS WAS IN FACT MADE ABOARD THE AIRCRAFT WHILE IT WAS IN FLIGHT AND NOT AN ADDITIONAL OFFER WHICH WAS MADE AT A SUBSEQUENT TIME AT JACKSONVILLE, FLA., ON

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

F B I

Date:

Transmit the following in _____
(Type in plaintext or code)Via _____
(Priority)

PAGE FOUR

ME 164-76

OCT. FOUR, SEVENTYONE.

KNOXVILLE NOTE THAT PURSUANT TO INSTRUCTIONS RECEIVED
FROM BUREAU AND DEPARTMENT TO INTERVIEW [REDACTED]
ATTEMPTS TO LOCATE HER AT HER NASHVILLE ADDRESS ON JAN.
TWENTYNINE, LAST, PROVED NEGATIVE.

b6
b7c

THIS DATE, IT WAS LEARNED [REDACTED] RECENTLY LEFT
NASHVILLE TO VISIT [REDACTED] FOR SIX WEEKS, IN
MORRISTOWN, TENN.

THIS DATE, [REDACTED]
[REDACTED] STATED [REDACTED]
IS VISITING [REDACTED] MORRISTOWN, TENN., TO
RECUPERATE FROM BROKEN KNEE. [REDACTED] STATED [REDACTED]
RESIDES ON [REDACTED]

THIS DATE, INFORMATION OPERATOR, SOUTH CENTRAL BELL
TELEPHONE CO., ADVISED [REDACTED] RESIDES AT [REDACTED]
[REDACTED] AND STATED THIS IS
ONLY LISTING FOR [REDACTED]

FOR INFORMATION OF KNOXVILLE, IT IS BELIEVED REFERENCE
TO TWENTYFIVE THOUSAND DOLLARS WAS PROBABLY MADE BY [REDACTED]

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

F B I

Date:

Transmit the following in _____
(Type in plaintext or code)Via _____
(Priority)

PAGE FIVE

ME 176-64

TO PILOT OF HIJACKED PLANE WHILE HIJACKED PLANE WAS IN FLIGHT
TO THE EFFECT THAT EACH OF THE PILOTS WOULD RECEIVE TWENTYFIVE
THOUSAND DOLLARS. HOWEVER, INTERVIEWS WITH [REDACTED]
[REDACTED] HAVE DETERMINED THAT THEY BELIEVE
THE OFFERING OF THE TWENTYFIVE THOUSAND DOLLARS BY [REDACTED] WAS
MADE AFTER THE TERMINATION OF THE HIJACKING IN JACKSONVILLE.
FOR THIS REASON, THE BUREAU AND JACKSONVILLE BELIEVE THAT TO
COMPLETELY CLARIFY THESE STATEMENTS IT IS NECESSARY TO INTERVIEW
[REDACTED]

b6
b7c

KNOXVILLE, INTERVIEW [REDACTED] PRESENTLY
VISITING [REDACTED] IN MORRISTOWN, TO CLARIFY STATEMENTS MADE
TO HER BY [REDACTED] UPON COMPLETION OF THIS INTERVIEW,
SUTEL RESULTS TO BUREAU, JACKSONVILLE, AND MEMPHIS.

MEMPHIS, UPON RECEIPT OF RESULTS OF INTERVIEW WITH [REDACTED]
[REDACTED] WILL INTERVIEW [REDACTED] AND IMMEDIATELY FORWARD
RESULTS TO BUREAU AND JACKSONVILLE.

AM COPY TO JACKSONVILLE. P.
END.

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

NR006 ME PLAIN

8:45 PM NITEL 2-4-72 DMB

TELETYPE

TO DIRECTOR (164-2042)

JACKSONVILLE (164-103)

FROM MEMPHIS (164-76)

GEORGE MALLORY GIFFE, AKA (DECEASED); [REDACTED]

[REDACTED] AKA; ET AL; CAA - HIJACKING, ETC. JACKSONVILLE OO.

RE KNOXVILLE TELETYPE FEBRUARY ONE LAST.

[REDACTED] PRESENTLY OUT OF NASHVILLE AND EXPECTED TO RETURN FEBRUARY FIVE OR SIX NEXT. EFFORTS WILL BE MADE TO INTERVIEW [REDACTED] DURING WEEK END AND BUREAU AND JACKSONVILLE WILL BE ADVISED. P. END.

MRF FBI WA DC

EX-102

REC 25

FEB 7 1972

54 FEB 11 1972

Mr. Tolson	
Mr. Belmont	
Mr. Mohr	
Mr. DeLoach	
Mr. Casper	
Mr. Callahan	
Mr. Conrad	
Mr. Felt	
Mr. Gale	
Mr. Rosen	
Mr. Sullivan	
Mr. Tavel	
Mr. Trotter	
Tele. Room	
Miss Holmes	b6
Miss Gandy	b7c

FEDERAL BUREAU OF INVESTIGATION

REPORTING OFFICE MEMPHIS	OFFICE OF ORIGIN JACKSONVILLE	DATE 2/4/72	INVESTIGATIVE PERIOD 1/5/72 - 2/3/72	b6 b7C
TITLE OF CASE GEORGE MALLORY GIFFE, aka (deceased); ET AL; SUSAN LAKICH GIFFE, aka - VICTIM (deceased); ET AL		REPORT MADE BY SA 	TYPED BY wp	
		CHARACTER OF CASE CAA - HIJACKING, INTIMIDATION OF CREW MEMBERS, CARRYING A CONCEALED WEAPON; KIDNAPING; FTCA		

REFERENCE

Jacksonville report of SA dated 1/12/72.
Memphis report of SA dated 1/5/72.

-P-

LEADSJACKSONVILLEAT JACKSONVILLE, FLORIDAFollow and report prosecutive action against subject

ACCOMPLISHMENTS CLAIMED						<input checked="" type="checkbox"/> NONE	ACQUIT- TALS	CASE HAS BEEN:
CONVIC.	AUTO.	FUG.	FINES	SAVINGS	RECOVERIES			
								PENDING OVER ONE YEAR <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO PENDING PROSECUTION OVER SIX MONTHS <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
APPROVED SPECIAL AGENT IN CHARGE						DO NOT WRITE IN SPACES BELOW		
COPIES MADE: ④-Bureau (164-2042) 1-USA, Nashville 3-Jacksonville (164-103) (1 - USA, Jacksonville) 2-Memphis (164-76)						<div style="font-size: 1.5em; font-weight: bold;">164-2042-332</div> <div style="font-size: 1.2em; font-weight: bold;">6 FEB 9 1972</div> <div style="font-size: 1.2em; font-weight: bold;">REC-105</div>		
Dissemination Record of Attached Report						Notations		
Agency	1cc Bureau, 1cc RFA Civil.					<div style="font-size: 2em; font-weight: bold; transform: rotate(-15deg);"> SIX STAT. SECT. </div>		
Request Recd.	JFH/10 2/12/72							
Date Fwd.	1-TR 5/7/6							
How Fwd.	1-FAA							
By	JFH/10							

60 JUL 12 1972

COVER PAGE

ME 164-76

MEMPHIS

AT NASHVILLE, TENNESSEE

Follow civil aspects and develop information of value in this case.

ADMINISTRATIVE

The Memphis Division will continue to pursue all logical investigation to assure all logical investigation is being conducted regarding subjects in this case. Close liaison is being maintained with U. S. Attorney's Office and U. S. District Court Clerk's Office, MDT, Nashville, to insure prompt reporting of any new developments.

B*
COVER PAGE

**UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION**

Copy to: 1 - U. S. Attorney, Nashville, Tennessee
1 - U. S. Attorney, Jacksonville, Florida

b6
b7C

Report of: SA [redacted]
Date: February 4, 1972

Office: Memphis

Field Office File #: ME 164-76

Bureau File #: 164-2042

Title: GEORGE MALLORY GIFFE, JR. (Deceased);
[redacted]
SUSAN LAKICH GIFFE - VICTIM (Deceased);
BRENT QUINTON DOWNS - VICTIM (Deceased);
[redacted] - VICTIM

Character: CRIME ABOARD AIRCRAFT - HIJACKING, INTIMIDATION OF CREW
MEMBERS, CARRYING A CONCEALED WEAPON; KIDNAPING;
FEDERAL TORT CLAIMS ACT

Synopsis: Maps, charts, drawings and additional photographs of vicinity of Big Brother Aircraft, Inc., Nashville Metropolitan Airport, obtained. [redacted] FAA, Memphis, conversed with Nashville control tower and hijacked plane on 10/4/71. [redacted] reporter for Nashville newspaper, advised [redacted] told him she learned that [redacted] allegedly offered \$25,000 to [redacted] co-pilot, not to say anything in court to incriminate [redacted] [redacted] advised she learned from [redacted] that [redacted] or his representative allegedly through contact with [redacted] on 10/4/71 offered \$25,000 to drop charges against [redacted] Letter filed by attorneys for plaintiffs to file formal administrative claim under Federal Tort Claims Act set forth. Copy of letter of Civil Division, U. S. Department of Justice, to comply with Court Order 12/22/71, set forth. USDC Judge FRANK GRAY, JR., MDT, Nashville, issued order 1/24/72 acknowledging receipt of letter from Civil Division, U. S. Department of Justice, and ordered USDC to send copy of letter to counsel for plaintiffs. Answers to interrogatories in accordance with Court Order 12/22/71 lodged in sealed condition USDC, MDT, Nashville, until Court takes custody for opening and examination in accordance with Order. [redacted] made application for Nashville Metropolitan Police force, April, 1971, and passed aptitude test 1/13/72 and further testing anticipated.

-P-

In the event additional information of value is developed, your agency will be advised.

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b6
b7C

ME 164-76

PAGE

E.	Letter to Attorneys [redacted]	
	[redacted] from U. S.	
	District Court, Middle District of	
	Tennessee, Nashville, dated January 24,	
	1972	44
F.	Results of Contact with U. S. Attorney	
	CHARLES H. ANDERSON, Nashville,	
	Tennessee	46

b6
b7C

ME 164-76

I. Investigation at Big Brother Aircraft, Inc.,
Nashville Metropolitan Airport, Nashville,
Tennessee, and Related Investigation

FEDERAL BUREAU OF INVESTIGATION

1Date 1/19/72

[redacted] Chief Engineer, Nashville Metropolitan Airport, Metropolitan Airport Authority, Nashville, Tennessee, was contacted and supplied the following information:

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[redacted] stated that he has custody of all engineer maps, drawings and other related diagrams showing in detail all areas of the Nashville Metropolitan Airport.

[redacted] made available the following drawings and maps:

- (1) Drawing of Nashville Metropolitan Airport, Department of Aviation floor plan and elevation dated May 6, 1964, of area of Big Brother Aircraft, Inc., Nashville Metropolitan Airport, drawing number VI.
- (2) Drawing of area of Big Brother Aircraft, Inc., hangar, dated May 6, 1964, drawing number VIII, elevation and floor plan.
- (3) Scale maps of Metropolitan Airport Authority dated August, 1970.
- (4) Map derived from aerial photograph of March 15, 1961, with notation 1,000 foot grid map.
- (5) Site and grading plan, drawing number IV, scale one inch, 50 feet 0 inches of Nashville Metropolitan Airport, dated May 6, 1964.

On 1/12&13/72 at Nashville, Tennessee File # Memphis 164-76
Jacksonville 164-103

by SA [redacted] Date dictated 1/19/72

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 1/27/72

Photographs were obtained in the vicinity of Big Brother Aircraft, Incorporated, located at the Nashville Metropolitan Airport, Nashville, Tennessee.

Fifteen photographs were obtained of the Big Brother Aircraft, Incorporated hangar facility from various angles.

Interviewed on 1/14/72 at Nashville, Tennessee File # ME 164-76
JK 164-103

by SA b6
b7C Date dictated 1/20/72

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 1/26/72

[redacted] Chief Engineer, Nashville Metropolitan Airport, Nashville, Tennessee, was contacted and made available 8-inch by 10-inch aerial photographs of the Nashville Metropolitan Airport.

b6
b7C

[redacted] advised that these photographs were reproduced from a large aerial photograph maintained in his department, which photograph was obtained to show the complete layout of the existing runway systems, and access roads to the Nashville Metropolitan Airport.

Interviewed on 1/20/72 at Nashville, Tennessee File # ME 164-76
JK 164-103

by SA [redacted] Date dictated 1/24/72

ME 164-76

II. Information concerning communications of
FAA at Memphis, Tennessee, with hijacked
airplane

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 1/11/72

[redacted] Federal Aviation Administration, (FAA), Department of Transportation, employed as air traffic control specialist, residing [redacted] was advised as to the identity of the interviewing Agents:

b6
b7C

[redacted] advised that he was the one who was located at the Memphis Air Route Traffic Control Center on the day that a plane was hijacked from Nashville, Tennessee. He stated it was he who primarily conversed with the Nashville control tower, as well as occasionally with the plane being hijacked. He recalled parts of his conversation during that period of time, which conversation was recorded on tape.

Interviewed on 1/5/72 at Memphis, Tennessee File # Memphis 164-76
by SA [redacted] SA [redacted] BDH:mas Date dictated 1/7/72

ME 164-76

III. Details of background investigation
regarding subject GIFFE

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 2/2/72

[redacted] a newspaper reporter, [redacted]
[redacted] home residence [redacted]
[redacted] telephone [redacted] was contacted at his place
of employment and supplied the following information:

b6
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[redacted] advised that he personally knew both
GEORGE M. GIFFE, JR., and his wife, SUSAN, and had met them
both while they were either associated with or attending the
George Peabody College for Teachers in Nashville, Tennessee.
[redacted] advised that GEORGE M. GIFFE, JR., was approximately
one year ahead of him when he attended there in 1960.
[redacted] stated that he continued his education there in 1963
through 1965, and met SUSAN there at that time.

[redacted] advised that in the Spring of 1970 he did
a story on individuals involving palmistry, and stated that
one of the individuals supplying information regarding this
was GEORGE M. GIFFE, JR. [redacted] stated that he had attended
several parties when Mr. and Mrs. GIFFE, JR., were present
and had met both of them at their residence on one or two
occasions. [redacted] stated, however, that he did not see
either of these individuals several months prior to the
hijacking incident which occurred on October 4, 1971.

[redacted] advised that when he initially met GIFFE
he was somewhat impressed by him; however, after he became
more knowledgeable about him, he knew that little of what he
said was factual. GIFFE talked of procuring large loans and
was obsessed with talking about "big deals."

Jacksonville 164-103
Memphis 164-76

Interviewed on 1/25/72 at Nashville, Tennessee File #
by SA [redacted] jap Date dictated 1/31/72

ME 164-76

IV. Information concerning subject



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FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 2/2/72

[redacted]
[redacted] telephone [redacted] was contacted at his place of employment and supplied the following information:

b6
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[redacted] stated that in his capacity as a newspaper reporter he wrote newspaper articles appearing in Nashville newspapers regarding GEORGE M. GIFFE, JR., an individual known to him to have participated in a hijacking of a Big Brother Aircraft, Inc., airplane from Nashville, Tennessee, to Jacksonville, Florida, on October 4, 1971.

[redacted] advised that on November 15, 1971, a woman who identified herself as [redacted] telephonically contacted him at his place of employment to discuss the newspaper articles that he had written regarding GEORGE M. GIFFE, JR.

[redacted] then supplied the following signed statement:

"January 25, 1972
Nashville, Tennessee

"My name is [redacted] and I reside at [redacted] I am employed as a newspaper reporter. [redacted] has identified himself to me as a Special Agent of the Federal Bureau of Investigation and I would now like to furnish the following information, which I am doing voluntarily.

"On approximately November 15, 1971, a woman identifying herself as [redacted]

[redacted] telephonically contacted me and talked to me about newspaper articles I had written about George M. Giffe, Jr., now deceased. During this conversation, this woman, whose name I don't recall, told me that [redacted] or representatives of [redacted] offered \$25,000 to [redacted] the co-pilot of the hijacked plane, not to say anything in court to incriminate [redacted] She said this was done sometime after

Jacksonville 164-103

Memphis 164-76

Interviewed on 1/25/72 at Nashville, Tennessee

File #

by SA [redacted] japDate dictated 1/31/72

ME 164-76

2

[redacted] had returned to Nashville, Tennessee. I asked her if she had reported this to the FBI, and she said no, she didn't.

b6
b7C

"I have read this statement consisting of this page only and sign this statement because it is true and correct.

"Signed: [redacted]

"Witness: [redacted]

[redacted] advised that he has heard nothing further about any of this information regarding the \$25,000 payment and had heard no comments regarding this other than from the individual who identified herself as [redacted]

ME 164-76

On January 25, 1972, U. S. Attorney CHARLES H. ANDERSON, Middle District of Tennessee, Nashville, Tennessee, was advised of the information obtained from [REDACTED] and advised that as possible violation affects the criminal proceedings against [REDACTED] in Jacksonville, the United States Attorney in Jacksonville should be advised of these facts to determine if further investigation is desired.

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On January 25, 1972, the facts obtained from [REDACTED] were related to U. S. Attorney JOHN L. BRIGGS, Middle District of Florida, Jacksonville, Florida, who requested that [REDACTED] be identified, located and interviewed regarding statements made by her to [REDACTED]

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 2/3/72

[redacted]
[redacted] was contacted at her residence and supplied the following information:

b6
b7C

[redacted] stated that she is [redacted]
[redacted]
[redacted] advised that [redacted]
[redacted]
[redacted] stated that [redacted]
[redacted] told her that [redacted] had the nerve to offer [redacted] \$25,000 each for BRENT's life".

[redacted] stated that [redacted] told her that apparently [redacted] the co-pilot of the hijacked plane, had received some type of note or message from [redacted] or someone on his behalf that \$25,000 each would be given to them if they would drop charges.

[redacted] stated that according to [redacted] a message or note was delivered to [redacted] after the termination of the hijacking incident at Jacksonville, Florida. [redacted] said that [redacted] told her that [redacted] sometime in the afternoon hours of October 4, 1971, provided this information to [redacted] while she was in Jacksonville, Florida.

[redacted] advised that she had no further information regarding this and has heard nothing about these statements since that time.

Interviewed on 1/27/72 at [redacted] File # Memphis 164-76
Jacksonville 164-103
by SA [redacted] SA [redacted] RAM:mas Date dictated 1/31/72

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 2/3/72

[redacted]
[redacted] was contacted at his residence and supplied the following information:

b6
b7C

[redacted] stated that [redacted]
[redacted]

[redacted] stated that while they were there [redacted] told him that [redacted] had the nerve to offer [redacted] and me \$25,000 each for BRENT's life".

[redacted] stated that [redacted] told him that apparently [redacted] the co-pilot of the hijacked plane, had received some type of note or message from [redacted] or someone on his behalf that \$25,000 would be given to each of them if they would drop charges. [redacted] stated that [redacted] said that a note or message was delivered to [redacted] after the termination of the hijacking incident at Jacksonville, Florida.

[redacted] said that [redacted] told him that [redacted] provided her with this information sometime in the afternoon hours of October 4, 1971, while she was in Jacksonville, Florida.

Interviewed on 1/27/72 at [redacted] File # Memphis 164-76
by SA [redacted] SA [redacted] RAM:mas Date dictated 1/31/72

ME 164-76

On January 28, 1972, the results of interview with [redacted] were made available to U. S. Attorney JOHN L. BRIGGS, Jacksonville, and he requested that [redacted] be contacted to further clarify information and thereafter that [redacted] co-pilot, be interviewed regarding this matter.

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Investigation at Nashville, Tennessee, on January 31, 1972, determined [redacted] is presently visiting relatives in Morristown, Tennessee.

By communication dated February 1, 1972, the Knoxville Division advised as follows:

On February 1, 1972, [redacted] was contacted at [redacted]. She advised she did not want to be interviewed regarding this matter without the consent of her attorney, [redacted] [redacted] Nashville, Tennessee, telephone number [redacted]

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 2/3/72

Lieutenant [] Personnel Division, Nashville
Metropolitan Police Department, supplied the following
information:

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[] advised that [] the
individual who was indicted for hijacking an airplane
from Nashville, Tennessee, to Jacksonville, Florida, on
October 4, 1971, made application with the Civil Service
Commission of the Davidson County Government, Nashville,
Tennessee, in April, 1971.

[] said that [] on January 13, 1972, along
with 196 other applicants, took a police aptitude examination
and passed the test, which initially qualified him to become
a police officer. [] stated that Tennessee state law
states that an applicant for policeman cannot be disqualified
on an indictment but only on conviction.

[] advised [] is scheduled for a
psychological test on February 13-14, 1972, which determines
a person's suitability for police work. [] advised that
should [] successfully pass this test, which is
administered by Middle Tennessee State University,
background investigation will be instituted to determine
if applicant possesses qualifications and is recommended
for position.

Interviewed on 2/3/72 at Nashville, Tennessee File # Memphis 164-76

by SA [] Date dictated 2/3/72

ME 164-76

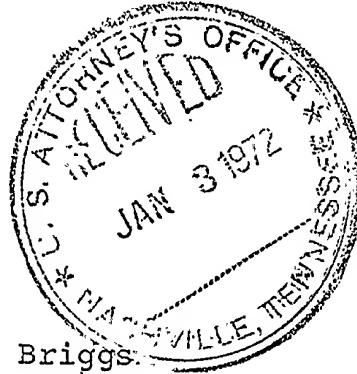
V. Civil actions filed with U. S. District Court,
Middle District of Tennessee, Nashville, Tennessee,
and related communications

LAW OFFICES

GULLETT, STEELE, SANFORD, ROBINSON & MERRITT

B. B. GULLETT
THOMAS WARDLAW STEELE
VALERIUS SANFORD
JACK WRIGHT ROBINSON
GILBERT S. MERRITT
J. MURRAY MILLIKEN
OLIVER B. DICKINS, JR.
ROGER T. MAY
ALLEN D. LENTZ

cha
F -
TWENTY-THIRD FLOOR, LIFE & CASUALTY TOWER
NASHVILLE, TENNESSEE 37219
TELEPHONE (615) 244-4994



December 29, 1971

The Honorable John L. Briggs
United States Attorney for the
Middle District of Florida
United States Courthouse
Jacksonville, Florida

Re: Mrs. Brent Quinton Downs, et al., v. United
States, Civil Action No. 6348--Middle
District of Tennessee

Dear Mr. Briggs:

In our telephone conversation of December 21, 1971, I advised that I would send to you certain affidavits respecting the disclosure of FAA hijacking tapes and other information in the above entitled case. You will find enclosed an affidavit by Jack A. Butler, Esquire, relating to our conversation with you in Jacksonville on October 12, 1971, as well as an affidavit by me relating to that same conversation as well as providing certain information regarding disclosure of these tapes.

I have filed the enclosed affidavits as a lawyer who takes some pride in his professional reputation and in the fact that as United States District Attorney here for four years I believe a relationship of trust and confidence and mutual respect was established here with the federal courts. Having no previous relationship with you or with Judge Tjoflat I want to make this explanation and ask you to bring my position to Judge Tjoflat's attention so that any criticism can be based on the real facts.

Sincerely,

Gilbert S. Merritt
Gilbert S. Merritt

GSM:bcj

Enclosures

IN THE UNITED STATES DISTRICT COURT
FOR THE MIDDLE DISTRICT OF TENNESSEE
NASHVILLE DIVISION

RECEIVED FOR ENTRY

2:00 P M

JAN 24 1972

BRANDON LEWIS, Clerk

By *[Signature]* D.C.

MRS. BRENT QUINTON DOWNS, ET AL.]

VS.]

UNITED STATES OF AMERICA]

CIVIL NO. 6348

O R D E R

The court is in receipt of a letter from the Honorable L. Patrick Gray, III, Assistant Attorney General, which letter will be marked "Filed" by the clerk and placed in the file. It is noted that, although a copy of this letter was apparently sent to all government agencies involved, no copy was sent to counsel for plaintiffs. Accordingly, the clerk will send a copy of the letter to such counsel.

The enclosure referred to therein has not yet been opened by the court, and the clerk will lodge it in its sealed condition until such time as the court takes custody thereof for opening and examination in accordance with the order heretofore entered.

[Signature]
UNITED STATES DISTRICT JUDGE

JUDGES
HON. FRANK GRAY, JR.
HON. L. CLURE MORTON

BRANDON LEWIS
CLERK

UNITED STATES DISTRICT COURT
OFFICE OF THE CLERK
MIDDLE DISTRICT OF TENNESSEE
NASHVILLE 37203

January 24, 1972



Silbert S. Merritt, Jr., Esquire
Attorney at Law
23rd Floor, Life & Casualty Tower
Nashville, Tennessee 37219

Jack A. Butler, Esquire
Attorney at Law
1406 Nashville Bank & Trust Building
Nashville, Tennessee 37201

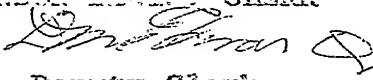
Re: Mrs. Brent Quinton Downs, et al
v.
United States of America
Nashville Civil No. 6348

Gentlemen:

Attached is attested copy of Order entered this January 24,
in the above referenced cause, with carbon copy of letter
referred to therein attached.

Very truly yours,

BRANDON LEWIS, CLERK

By: 
Deputy Clerk

lmc

cc: Honorable Charles H. Anderson
United States Attorney
Nashville, Tennessee
Attachment 1 (copy of Order)

ME 164-76

U. S. Attorney CHARLES H. ANDERSON, Middle District of Tennessee, Nashville, contacted on a continuing basis, as late as February 2, 1972, has made available the photostatic reproductions of the civil actions and communications contained in this report.

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

FEB 1 1972

TELETYPE

Mr. Tolson	
Mr. Felt	
Mr. Rosen	
Mr. Sullivan	
Mr. Tavel	
Mr. Trotter	
Mr. Tele. Room	
Miss Holmes	
Miss Gandy	

NR002 KX PLAIN

6:15 PM NITEL 2-1-72 PXS

TO DIRECTOR (164-2042)

JACKSONVILLE (164-103)

MEMPHIS (164-76)

FROM KNOXVILLE (164-33) 2P

GEORGE MALLORY GIFFE, JR., (DECEASED), ET AL, CAA DASH
HIJACKING, ETC., OO. JACKSONVILLE.

RE MEMPHIS TEL TO BUREAU JAN. THIRTY ONE, LAST.

ON FEB. ONE, INSTANT, [REDACTED] CONTACTED
AT [REDACTED] SHE ADVISED
SHE DID NOT WANT TO BE INTERVIEWED REGARDING THIS MATTER
WITHOUT THE CONSENT OF HER ATTORNEY [REDACTED] NASHVILLE,
TENN., TELEPHONE NO. [REDACTED]

[REDACTED] SHE IS NOT CONTACTING HER ATTORNEY.

[REDACTED] WILL STAY MORRISTOWN, TENN. FOR APPROXIMATELY SIX
WEEKS RECUPERATING FROM BROKEN LEG

EX-102

REC-21

164-2042-333

LEAD, JACKSONVILLE DIVISION, AT JACKSONVILLE, FLA., 1 FEB 7 1972

CONTACT USA HANDING THIS MATTER, AND IF INTERVIEW

END PAGE ONE

61 FEB 16 1972

F417

6-11

PAGE TWO

KX 164-33

DEEMED ESSENTIAL TO MATTER, REQUEST THAT HE OBTAIN INTERVIEW

WITH ATTORNEY.

b6
b7C

RUC

END

BJM FBI WASH DC

CLR

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

FEB 2 1972

TELETYPE

Mr. Tolson	
Mr. Felt	
Mr. Rosen	
Mr. Mohr	
Mr. Bishop	
Mr. Casper	
Mr. Callahan	
Mr. Conrad	
Mr. DeLoach	
Mr. Evans	
Mr. Gale	
Mr. Rosen	
Mr. Sullivan	
Mr. Tavel	
Mr. Trotter	
Tele. Room	
Miss Holmes	
Miss Gandy	

NR007 JK PLAIN

605PM NITEL 2-2-72 HER

TO DIRECTOR (164-2042)

KNOXVILLE (164-33)

MEMPHIS (164-76)

FROM JACKSONVILLE (164-103) 1 PAGE

Also Known As

GEORGE MALLORY GIFFE, JR., AKA PAREN DECEASED PAREN;
Crime Aboard Aircraft Office of Origin: Jacksonville.
[REDACTED] AKA ET AL. GAA DASH HIJACKING, ETC. 00 JK.

b6
b7C

Reference

RE MEMPHIS TELETYPE FEBRUARY ONE, LAST AND JACKSONVILLE

TELCALLS TO BUREAU, THIS DATE.

U. S. Attorney,

USA, JACKSONVILLE CONTACTED THIS DATE AND STATED HE DID NOT

DESIRE [REDACTED] BE CONTACTED FURTHER IN THIS MATTER. USA FEELS THAT

CONTACT WITH [REDACTED] ATTORNEY WOULD NOT BE DESIRABLE AT THIS

TIME AND COULD CREATE AN ADVERSE SITUATION. USA FEELS THAT [REDACTED]

[REDACTED] SHOULD BE INTERVIEWED TO RESOLVE THIS MATTER..

NASHVILLE

MEMPHIS AT NASHVILLE INTERVIEW [REDACTED] CONCERNING FACTS IN

THIS MATTER AND CLARIFY STATEMENTS HE MADE TO [REDACTED] ON OCTOBER

FOUR, LAST.

Submit Teletype

SUTEL RESULTS TO BUREAU AND ORIGIN.

END

HOLD FOR ONE

ACK FOR NRS 6 7

MRF FBI WA DC
61 FEB 16 1972

EX-117

REC-32

164-2042-334

7 FEB 7 1972

EX-104

REC-2 100 - 1142-335

February 3, 1972

Honorable Lawton Major Chiles, Jr.
United States Senate
Washington, D. C. 20510

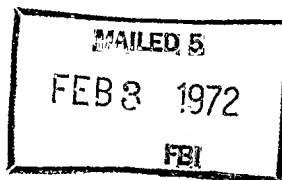
My dear Senator:

Your communication to [redacted]
of the Department of Justice concerning [redacted] of
Crystal River, Florida, has been referred to this Bureau and was
received on February 1st.

b6
b7C

The hijacking matter to which your constituent refers
is currently the subject of court action, both civil and criminal. On
November 1st, U. S. District Judge Gerald B. Tjoflat, Middle District
of Florida, Jacksonville, Florida, issued an order prohibiting all
Government Agents and employees, including the FBI, from making
any statements regarding the events set out in and surrounding the
criminal indictment in this case.

In accordance with your request, your enclosure is
herewith returned.



Sincerely yours,

J. Edgar Hoover

Enclosure

Mr. Tolson 1 - Jacksonville - Enclosure (2)
Mr. Felt 1 - Administrative Review Unit - Enclosures (2)
Mr. Rosen
Mr. Mohr
Mr. Bishop

Mr. Miller, E.S. NOTE: Limited friendly relations with Senator Chiles (D-Florida). Bufiles
Mr. Callahan reflect an individual probably identical with [redacted] was subject of
Mr. Casper an Interstate Transportation of a Stolen Motor Vehicle investigation in 1968;
Mr. Conrad Federal prosecution declined. He was charged by local authorities; no
Mr. Dalbey disposition given.
Mr. Cleveland
Mr. Ponder
Mr. Bates
Mr. Waikart
Mr. Walters
Mr. Soyars
Tele. Room
Miss Holmes
Miss Gandy

MAIL ROOM ☐ TELETYPE UNIT ☐

Return 1/12/72

PLEASE REPLY TO:
THIS MAIL SHOULD BE
ACKNOWLEDGED WITHIN 48 HOURS

W
3
J
P

PLEASE REPLY TO:
FEDERAL BUILDING
LAKELAND, FLORIDA 33801

United States Senate

January 19, 1972

- Mr. Tolson
- Mr. Felt
- Mr. Rosen
- Mr. Mohr
- Mr. Bishop
- Mr. Casper
- Mr. Callahan
- Mr. Conrad
- Mr. Dalbey
- Mr. Cleveland
- Mr. Glavin
- Mr. Ladd
- Mr. Nichols
- Mr. Rosen
- Mr. Soyars
- Tele. Room
- Miss Holmes
- Miss Gandy

W. J. Hoffeldt

Respectfully referred to:

[Redacted] Chief
Legal and Legislative Section
Department of Justice
Washington, D. C. 20530

Because of the desire of this office to be responsive to all inquiries and communications, your consideration of the attached is requested. Your findings and views, in duplicate form, along with return **FEDERAL BU. OF INV.** enclosure, will be appreciated by.

ack' mld
2-3-72
gov. gail chg
1-3-72
LC/zlc

JAN 24 1972
EX-104
U.S.S. & U.
REC-4
LAWTON CHILES
(D-FLA) DEPUTY ATTORNEY GENERAL
FEDERAL BU. OF INV.
FBI

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64-2042-335
FEB 8 1972
CORRESPONDENCE

ENCLOSURE

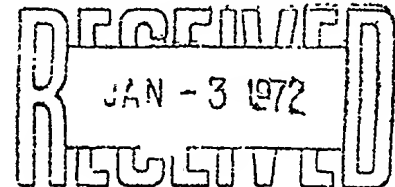
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CRYSTAL RIVER, FLORIDA 32629 - TELEPHONE

30 December 1971

SENATOR LAWTON CHILES



WASHINGTON, D. C. 20510

The Honorable
Lawton Chiles
United States Senator
Washington, D. C.

Dear Senator Chiles:

As a pilot and a resident of the state of Florida, I am very much concerned with the following.

I feel sure you are aware that on 4 October 1971, in Nashville, Tennessee, a plane hijacking allegedly occurred; the involved parties being Pilot Brent Q. Downs, co-pilot [redacted] alleged hijacker, George M. Giffe, Jr., and [redacted] along with the estranged wife of Mrs. George M. Giffe, Jr., Susan L. Giffe.

According to the Tampa Tribune, the hijacker ordered the plane to be flown to the Bahamas. Jacksonville Department of the Federal Bureau of Investigation was notified and when the plane landed at Jacksonville International Airport, [redacted] deplaned and [redacted] pleaded for fuel. The FBI refused to allow the plane to be refueled and shot out the tires and one engine. George Giffe then shot and killed [redacted] his estranged wife, Susan, and himself.

If the above is true, I believe the FBI committed a gross error in refusing to allow the plane to be refueled and then deciding to disable the plane which proved to be disastrous and steps should be taken to avoid reoccurrence due to the fact that our great state of Florida is a prime place for air piracy.

It occurs to me that matters of this nature should receive priority attention.

I would appreciate hearing from you, or any concerned department, as to what action, if any, has been taken.

Best wishes and continued success.

Sincerely,

164-2042-335
ENCLOSURE

Assistant Attorney General
Criminal Division

February 9, 1972

Director, FBI

1 - [REDACTED]

②
GEORGE M. GIFFE, JR., (DECEASED);

[REDACTED]
CRIME ABOARD AIRCRAFT - HIJACKING

Reference is made to our letters of January 27 and 31, 1972, concerning our investigation into the allegation that [REDACTED] or one of his representatives offered [REDACTED] \$25,000 to influence his later testimony.

On February 1, 1972, [REDACTED] was contacted and advised that she did not wish to be interviewed regarding this matter without the consent of her attorney. [REDACTED] the co-pilot, was subsequently interviewed and advised that he had not been contacted by [REDACTED] or anyone representing him, nor was he offered \$25,000 in an effort to influence his testimony. On February 8, 1972, the U. S. Attorney at Jacksonville was advised of the above and that [REDACTED] attorney had no objection to our interviewing her. The U. S. Attorney advised that no further attempts should be made to contact [REDACTED] and that he felt that no further investigation was necessary in this matter due to [REDACTED] denial.

In view of the above we are conducting no further investigation concerning the allegation.

JFH:ghg
(4)

REC-56

FEB 10 1972

SEE NOTE PAGE TWO

MAIL ROOM ☐

TELETYPE UNIT ☐

Assistant Attorney General
Criminal Division
Re: George M. Giffe, Jr., (Deceased);

NOTE:

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This concerns 10/4/71 hijacking participated in by George Mallory Giffe, Jr., (deceased) and [redacted] Giffe at Jacksonville, shot his wife, the pilot, Brent Downs, and then committed suicide. [redacted] has been charged with aircraft piracy and kidnaping at Jacksonville and a civil suit has been filed against the FBI and Federal Aviation Administration at Nashville, Tennessee, arising out of this incident. Subsequently, we received information from [redacted] who said she learned from [redacted] that [redacted] or his representative had offered the co-pilot, [redacted] \$25,000 to influence his testimony. With the concurrence of the U. S. Attorney at Jacksonville and Department, we contacted [redacted] who refused to be interviewed without attorney's consent. We interviewed [redacted] (co-pilot) and he denied being contacted and being offered \$25,000 to influence his testimony. Subsequently the attorney for [redacted] advised he had no objection to her being interviewed. The U. S. Attorney at Jacksonville advised he saw no need to recontact [redacted] and considered matter closed due to denial of allegation by [redacted] We are furnishing Department up-to-date developments and advising we are conducting no further inquiry with respect to allegation in light of the U. S. Attorney's decision.

February 3, 1972
GENERAL INVESTIGATIVE DIVISION

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This concerns 10/4/71 hijacking participated in by George Mallory Giffe, Jr. (deceased) and [redacted] Giffe at Jacksonville shot his wife, the pilot, Brent Downs, and then committed suicide. [redacted] has been charged with aircraft piracy and kidnaping at Jacksonville and a civil suit has been filed against the FBI and Federal Aviation Administration at Nashville, Tennessee, arising out of this incident. Subsequently, we received information from [redacted]

[redacted] who said she learned from [redacted]

[redacted] that [redacted] or his representatives had offered the co-pilot, [redacted] \$25,000 to influence his testimony. With the concurrence of the U. S. Attorney at Jacksonville and Department, we contacted [redacted] who refused to be interviewed without attorney's consent.

Attached sets forth interview of [redacted] (co-pilot) who denied being contacted by [redacted] or anyone representing him and being offered \$25,000 not to incriminate [redacted]

Further, attorney for [redacted] advised he has no objection to our interviewing her. We are contacting U. S. Attorney at Jacksonville to determine if he still wants [redacted] interviewed in view of [redacted] denial. The Department will be advised.

JFH:mcp

[Handwritten signature]

[Handwritten initials]

[Handwritten initials]

[Handwritten initials]

[Handwritten initials]

[Handwritten initials]

EX-103

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

FEB 8 1972

TELETYPE

Mr. Tolson	_____
Mr. Felt	_____
Mr. Rosen	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Miller, ES	_____
Mr. Callahan	_____
Mr. Casper	_____
Mr. Conrad	_____
Mr. Dalbey	_____
Mr. Cleveland	_____
Mr. Fonder	_____
Mr. Bates	✓
Mr. Waikart	_____
Mr. Walters	_____
Mr. Soyars	_____
Tele. Room	_____
Miss Holmes	_____
Miss Gandy	_____

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b7C

NR005 JK PLAIN

12:05 PM URGENT 2-8-72 CRE

TO DIRECTOR (164-2042)

MEMPHIS (164-76)

FROM JACKSONVILLE (164-103)

Ray
GEORGE MALLORY GIFFE, AKA. (DECEASED); [REDACTED]

ET AL; CAA-HIJACKING, ETC. OO:JK. *C*

RE MEMPHIS TEL FEBRUARY SEVEN , LAST.

CONSULTATION WITH USA, JACKSONVILLE, INSTANT DATE

DISCLOSES NO FURTHER ATTEMPTS TO CONTACT [REDACTED] SHOULD BE

MADE AS USA FEELS MATTER OF TWENTYFIVE THOUSAND DOLLAR OFFER

HAS BEEN RESOLVED.

END

MKA FBI WASH DC

REC- 36

EX-103

FEB 11 1972

66
61 FEB 22 1972

6-12

SAC, Jacksonville (164-103)

February 14, 1972

Director, FBI (164-2402)

GEORGE MALLORY GIFFE, JR., AKA
(DECEASED);

AKA; ET AL
CAA - HIJACKING, ETC.

WJG 4 b6
11 b7C

There is being forwarded to your office by Air Express under bill of lading number F-9213064 one package containing the following:

1. Nine 30" x 40" mounted photographs of Big Brother Aircraft, Inc., and Hawk Commander aircraft.
2. Nine negatives from which 30" x 40" enlargements were made.
3. One map of Southeastern United States titled "IFR Wall Planning Chart - East" with clear overlay.

The nine photographs and map were prepared by the Exhibits Section for possible use in criminal trial of captioned case.

1 - Package

1 - General Investigative Division (Sent Direct)

EPA
EPA/lrk
(5)

10/92
REC-23

164-2402-339

Mr. Tolson _____
Mr. Felt _____
Mr. Rosen _____
Mr. Mohr _____
Mr. Bishop _____
Mr. Miller, E.S. _____
Mr. Callahan _____
Mr. Casper _____
Mr. Conrad _____
Mr. Dalbey _____
Mr. Cleveland _____
Mr. Ponder _____
Mr. Bates _____
Mr. Waikart _____
Mr. Walters _____
Mr. Soyars _____
Tele. Room _____
Miss Holmes _____
Miss Gandy _____

MAILED 6
FEB 14 1972
FBI

19 FEB 15 1972

FEB 22 1972
MAIL ROOM

TELETYPE UNIT ☐

F B I

Date: 2/18/72

Transmit the following in _____
(Type in plaintext or code)Via AIRTEL AIRMAIL
(Priority)

TO: DIRECTOR, FBI (164-2402) ²⁰⁴²
FD 217 to SAC 2/18/72

FROM: SAC, JACKSONVILLE (164-103)(P)

SUBJECT: GEORGE MALLORY GIFFE, JR., aka (Deceased);
 [redacted] aka;
 ET AL
 CAA - HIJACKING, ETC.
 (OO: JK)

Enclosed for the Bureau is the original and five copies of the following documents:

Affidavit, dated 2/18/72, prepared by
 SA [redacted]

Response to Interrogatories prepared by
 [redacted] Air Traffic Control
 Specialist, FAA, Jacksonville, Florida;

Response to Interrogatories prepared by
 [redacted] Air Traffic Control
 Specialist, FAA, Jacksonville, Florida.

The above documents are being forwarded in accordance with affidavit filed in USDC, MDT, Nashville Division, by [redacted], Departmental Attorney.

- ENCLOSURE
- ② - Bureau (Encl 18) (RM)
 1 - Memphis (164-76) (Info)
 2 - Jacksonville
 FAB-cam
 (5)
- 3 cc ea encl to RAO civil
 attn [redacted]
 1 cc ea encl for T. Hon. 5716.*

Approved: *F107 Wm G*
 Special Agent in Charge

Sent _____ M Per _____

JK 164-103

The Bureau, after appropriate review, is requested to make the above documents available to for filing in USDC, MDT, Nashville, Tennessee.

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Jacksonville will incorporate these documents in the next report which is in preparation at this time.

Enc. To: BUREAU

File 164-2402

From: JK File 164-103 BuFile 164-2402

& Desc. of enc: ORIGINAL AND FIVE COPIES OF AFFIDAVIT
DATED 2/18/72. RESPONSE OF INTERROGATORIES

Re: PREPARED BY [REDACTED] AND [REDACTED]

GEORGE MALLORY GIFFE, JR., aka
(Deceased)

b6
b7C



114-2042-340

ENCLOSURE

FEDERAL BUREAU OF INVESTIGATION
FOIPA
DELETED PAGE INFORMATION SHEET

No Duplication Fees are charged for Deleted Page Information Sheet(s).

Total Deleted Page(s) ~ 111

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Sealed Court Order

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